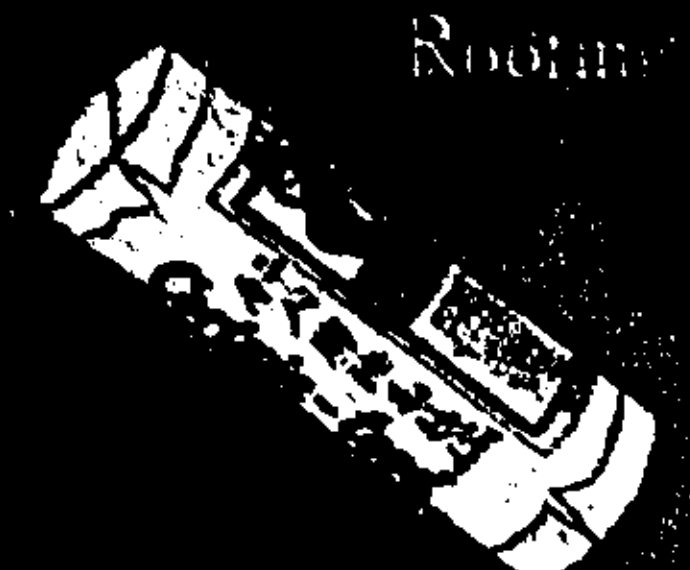
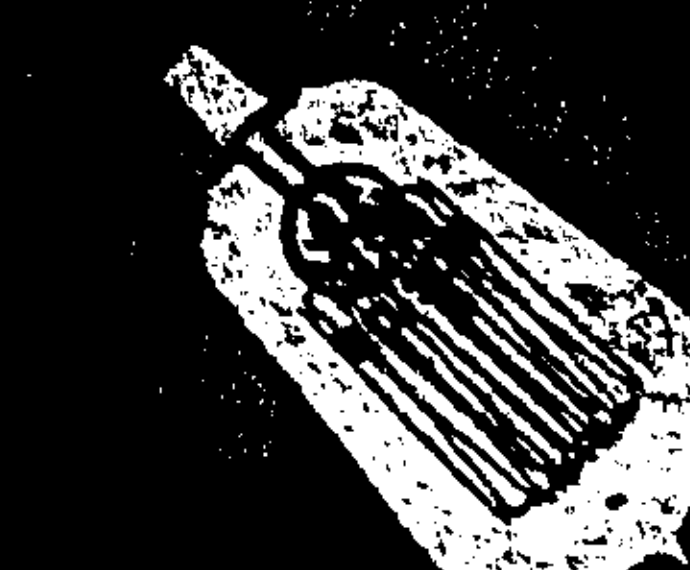


Certain-tyed



EDISON



REUTER'S TELEGRAMS.

DISASTER IN LINCOLNSHIRE.

BRIDGES AND BUILDINGS SWEEPED AWAY.

MANY PEOPLE DROWNED: HUNDREDS HOMELESS.

London, May 30.
Torrential rainfalls over north and north-east England had devastating effects. The streamlet Lud, at Louth, Lincolnshire swelled to 200 yards wide and swept away bridges and buildings, leaving a path thick with debris. The water reached to tree tops and to upper storeys of house where people, who were taking refuge, were trapped. Twenty of the drowned have been recovered. Hundreds have been rendered homeless. It is believed that a cloud burst.

At Grimsby, buildings were also badly water laden. The Grimsby-Louth Railway line is submerged, and the rains washed away part of the North Western main line near Lancaster. The country-side is swamped.

WHOLE TERRACE DEMOLISHED.

London, May 30.
The death-roll at Louth is now estimated at fifty. A flood carried off four firemen working with a fire engine. A terrace of fifteen houses was entirely demolished, there being only one surviving occupant.

TERRIBLE SCENES.

London, May 31.
The Louth disaster was due to a cloud-burst which occurred at tea-time, without warning. A roaring 15-foot torrent, carrying livestock, trunks of trees, furniture and other debris, engulfed half the town in a few minutes. The inhabitants barely had time to escape to the upper storeys, chimney flues, roofs and tree-tops. One entire family was trapped in a room and drowned.

The subsidence of the flood revealed an appalling scene of devastation, reminiscent of an air raid—crumbling houses, heaps of mud-covered pianos, wardrobes, shop goods, etc.

Search parties were quickly organised and are extricating the corpses from the entangled wreckage. A doctor spent hours wading and swimming to attend the injured. Many half-drowned were resuscitated. A woman narrowly escaped fastening herself and her baby on a meat-hook in a ceiling. She was rescued in an unconscious condition. Other children were drowned.

The damage is estimated at £100,000.

THE FAR EASTERN SITUATION.

ASSURANCE NEEDED FROM JAPAN.

Continuing his Far Eastern articles in the Times, Mr. J. O. P. Bland says next to demoralisation the Chinese Government will continue to exercise irresponsible authority by the military parties. Tokyo is the most important and most dangerous factor in the Far Eastern situation today. Unless the invisible and irresponsible powers behind the Throne, which actually control Japan's foreign policy, can be replaced soon by an authoritative Cabinet and Government, there can be no real hope of satisfactory results from a renewal of the Anglo-Japanese Alliance. Japan stands at the cross roads. If she decides to follow her present path of aggression in China, then she must go forward alone, but, if not, she must give valid assurances that the declared policy of her Government will henceforth be binding upon her military as well as civil agents.

SIAMESE ROYALTY IN LONDON.

London, May 25.
Vice Admiral the Prince of Jumbura, head of the Siamese Naval Mission; General the Prince of Kambang Bejra, the Commissioner-General of Railways in Siam; and Princess Kambang Bejra have visited their Majesties. They remained to luncheon.

AN AMERICAN ELOPEMENT.

London, May 23.
The New York Herald says Edith Gould, the eighteen-year-old daughter of George Gould, has eloped with Carroll Wainwright, a member of a wealthy family, and has been married in Maryland.

THE PRINCE IN AUSTRALIA.

WAITING CROWDS BY DAY AND NIGHT.

Melbourne, May 29.
There were over 35,000 people present at a special Agricultural Show held on the Racecourse in honour of the Prince of Wales, including the Governor General, the Prime Minister and most of the State Premiers.

The Prince had great difficulty in getting his car through the miles of cheering crowds. In view of the crowds, principally women and children, who continue to wait for hours in the streets day and night, whenever the Prince is expected to pass, the Press is appealing to the public to keep the road clear to enable punctuality to be observed; otherwise, the Prince's programme will have to be reduced.

BELGIUM'S DEFENCE.

Brussels, May 31.
M. Renkin, Minister of Interior, in the course of speech, said Belgium should have a well-organised Army capable of preventing a disaster worse than that of 1914. Alliances and military arrangements with Britain and France ought to furnish Belgium means of defence, but their materialisation was uncertain.

CAIRO TO AUSTRALIA.

Rangoon, May 29.
The Australian Lieutenants, Farer and McIntosh, who are en route to Australia, left to-day for Penang.

REUTER'S TELEGRAMS.

INDUSTRIAL UNREST IN AMERICA.

MANY STRIKES REPORTED.

New York, May 23.
Ten thousand fur workers have struck, demanding a 40-hour week.

LONGSHOREMEN'S DEMANDS.

Philadelphia, May 23.
All the deep-sea freighters are held up as the result of a strike of longshoremen, who are demanding a minimum of a dollar per hour.

WOOLLEN WORKERS TO COME OUT.

Pasadena, New Jersey, May 23.
Woollen workers have been ordered to strike on June 3. They demand a 50 per cent increase in wages and a 44-hour week.

ONE STRIKE ENDED.

New Bedford, May 23.
The strike of cotton employees has ended.

ELEVATED RAILWAYS CLOSE DOWN.

New York, May 29.
Owing to a strike of electrical workers employed on Brooklyn rapid transit, the Brooklyn elevated railroads have closed down, and the evening passengers decided to take surface cars homewards.

NON-STRIKERS ATTACKED.

Bristol, Rhode Island, May 29.
Striking millhands employed by the National India Rubber Company attacked non-striking clerks, including women. Troops were called out and fired on the rioters, wounding several.

EMPLOYERS' RIGHTS.

New York, May 29.
Mr. Gary, President of the Steel Corporation, addressing the Iron and Steel Institute, maintained that employers had hitherto been backward in proclaiming their rights and insisting on proper consideration therefor. The so-called labour troubles were part of a general campaign to demoralise social and economic conditions.

U.S. DEMOCRATS AND THE TREATY.

ITS PROMPT RATIFICATION URGED.

Washington, May 29.
Senator Glass (Democrat) has drafted a platform favouring prompt ratification of the Treaty of Versailles without reservations impairing its essential integrity. President Wilson has sent a letter to Senator Glass endorsing the platform.

THE AMERICA CLIP.

RIVAL YACHTS GETTING READY.

New York, May 29.
Shamrock IV. has been successfully launched. She is much changed in appearance since 1914. Six tons of lead have been transferred to the bottom of the keel and the bow lines have been made finer.

A message from Bristol (Rhode Island) says the Resolute's steel mast has been stepped. It is the same as used in 1915, instead of the wooden mast which broke.

NEW FRENCH LINERS.

FOR INDO-CHINA ROUTE.

Paris, May 23.
The Minister of Marine has stated that six liners, each of 16,000 tons, and two liners, each of 4,000 tons, for the Indo-China route are now being constructed or have been decided on.

USE OF AMERICAN WIRELESS.

Washington, May 27.
The House of Representatives has unanimously adopted and sent to Congress a resolution authorising the Navy Department to continue for a period not exceeding two years the operation of all wireless stations for the use of the public. The Secretary of the Navy is to fix the ordinary rates, which are to be not less than those for private Companies, and special rates for Press messages.

MEXICAN AFFAIRS.

New York, May 25.
A telegram from Juarez says the de facto troops encountered Villa's rearguard, but Villa escaped.

Washington, May 27.
Two Americans, named Carr and MacDonald, have been arrested in Mexico, one near Jimenez and the other at Chihuahua. There are no details.

U.S. NAVAL AVIATION VOTE.

Washington, May 28.
Congress has voted \$20,000,000 for naval aviation.

RUMANIAN CROWN PRINCE.

Rangoon, May 27.
The Rumanian Crown Prince has arrived here on his way to Japan.

ROME-TOKYO FLIGHT.

Tokyo, May 26.
The aviators Masiero and Ferrarin arrived at Osaka from Rome this morning.

SALE OF STEAMER.

CLAIM FOR DAMAGES.

Before the Chief Justice (Mr. Justice Gompertz) this morning an interesting case was heard in which Wong Lung San and Chau Tuo Hing, merchants of Hongkong, sued Fong Chan, of Swatow. The plaintiffs were the owners of a steamship called the Kung Hong and trading, by a certain licence, between Hongkong and Shanin. By an agreement in writing dated January 10, 1919, one Chan Tuo Han, alias Chan Che, as agent for the plaintiffs, agreed to sell the steamer to the defendant, with the licence, for the sum of \$75,000. Defendant failed to carry out the contract and thereby plaintiff suffered damage to the extent of \$21,547.60. The difference between the contract price and the price for which the steamer was ultimately sold to another party was \$12,000. The ship was suspended for 21 months, hence the additional damages.

Judgment was given for \$19,547.60 on December 8, 1919, defendant failing to make an appearance.

By consent, this judgment was set aside and defendant was given permission to file his statement of defence.

The defence was that the defendant had no knowledge of the plaintiffs and did not admit that they owned the Kung Hong. Chan Tuo Hing contracted as principal and not as agent, representing himself to be the owner of the vessel and certain licences. Defendant denied any breach of agreement, and said that the agreement was rescinded by mutual consent on January 13, 1919. In the alternative it became void on the non-payment of bargain money on or before 13th January, 1919, such payment being a condition of the agreement. In the alternative the defendant counterclaimed for rescission on the ground of material misrepresentation and inability of the plaintiffs to perform their part of the contract.

In defence to the counterclaim, plaintiffs denied that the misrepresentations were made by them or on their behalf.

Messrs. Eldon Potter and F.C. Jenkin (instructed by Mr. G. R. Haywood, solicitor) appeared for the plaintiffs, while Mr. Drummond defended.

Mr. R. E. Bellios also appeared for the defendant.

Mr. Potter, in opening the case, said that he had been asked, with his Lordship's consent, to call Mr. d'Almada for the defence as he was leaving the Colony on Thursday. From the statement of claim filed on December 3rd, his Lordship would see that there were two defences resting upon the pleadings. The first was whether the contract on which the plaintiffs were suing was rescinded by mutual consent on 13th January, it having been entered into on 10th January. These two defences were that it not rescinded by mutual consent and that it could not be interfered with.

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S.S. "FAUSANG".

ABANDONED BY OWNERS.

H.M.S. Fame arrived this morning from the Hainan Straits, where she went to guard the s.s. Fausang, which had gone ashore.

Captain Wheeler, the Marine Superintendent of the Indo-China Steam Navigation Co., Ltd., who made the trip down aboard the Fame last Friday morning, returned on the destroyer, together with Captain Gill and the officers of the ill-fated vessel.

All hopes of floating the boat are now positively abandoned. She is absolutely submerged, with the exception of a little bit of her upper deck. Salvage operations are out of the question, and the Company has abandoned her.

It appears that the fishing people started looting the vessel as soon as they could, but they could not get much out of her. The vessel is expected to sink at any moment; she is resting on a bit of her keel only. She is fully insured with London underwriters.

because of certain misrepresentations alleged to have been made in dealing with the first line of defence, he said that if the defendant is not believed on the first line of defence he would not be on the second.

The plaintiff was the owner of the ship Hong Hon. It was rather a large steamer and she had been run for the last six years. She was one of two boats permitted to run from Hongkong to Shanin. Wong was the owner of the boat, and the plaintiff was the owner of this so-called permit or licence by which this steamer ran from Hongkong to Shanin. This ship, at the time of the agreement on which he was suing, was operated by a company which was known as the Pak Han Steamship Company. His Lordship would notice a similarity in the names of a gentleman Chan Tuo Han, alias Chan Che Hin. The contract was in the names of Chan Che and the two men were the same.

The Chief Justice—You are going to call him Chan Che?

Mr. Potter—Yes, in order to get rid of mixing these names up. At the end of the year 1918, the plaintiffs decided to sell this ship and this licence, and they instructed Chan Che accordingly.

The Chief Justice—The ship and licence go together?

Mr. Potter—Yes, my Lord. It is rather important that the Hong Hon and the other are permitted to trade together.

The Chief Justice—The licence is in the name of the Hong Hon?

Mr. Potter—Oh yes. It is not an open licence that will permit any ship. The licence is in the name of the Hong Hon.

Mr. Potter then read the statement of claim and the defences, counter-claim and the counter-defence.

The case is proceeding.

The case is proceeding.

The case is proceeding.

The case is proceeding.

The case is proceeding.

The case is proceeding.

The case is proceeding.

The case is proceeding.

The case is proceeding.

The case is proceeding.

TROUBLE ON "PROFESSOR."

FIREMEN IMPRISONED.

This morning before Commander C. W. Beckwith, R.N., Marine Magistrate, Captain C. R. Jackson, of H. M. T. Professor, prosecuted J. Fennessy and J. Casey, firemen, for wilfully disobeying the lawful commands of the Chief Engineer on board their ship yesterday.

Captain Jackson said that at 11.30 p.m. on Saturday the two defendants came on board drunk, creating a disturbance until midnight, and annoying the military passengers. Yesterday the second engineer went to the fore-castle at 7 a.m. and told them to turn to, and at 9 a.m. the chief engineer reported to him that these men would not obey him. At 9.30 a.m. the complainant sent for them to come and see him and it was not until 9.50 that they appeared. Complainant then made prisoners of them. He had had much trouble with Fennessy during the voyage. Fennessy was entered in the official log on two occasions.

Mr. McKay, the Chief Engineer of the Professor, stated that on Sunday night at about 11.40 p.m. he heard a disturbance outside his cabin. He went out to see what was the matter and found Fennessy drunk and arguing at the top of his voice with the third officer. Witness told him to go forward, which he did. He did not see Casey then. On Monday morning witness was told by the second engineer that there were four men who had not turned in. So witness went to the fore-castle and told them all to turn in. But they did not. At 9.30 a.m. he got both these men to see the captain. He had had considerable trouble with both these men during the voyage. Casey had been in prison here for a month, and had given much trouble in port, although a good man at sea.

After hearing all the evidence, the Magistrate found the charge proved against the two defendants. Taking into consideration his previous bad conduct, Commander Beckwith ordered Fennessy to be imprisoned with hard labour for nine weeks and ordered Casey to be imprisoned for 12 weeks.

HEAVY RAINS.

According to the returns issued from the Botanic Gardens, the rainfall during May was 17.43 inches. There were only twelve days during the month on which no rain was recorded.

The heaviest fall was 2.43 inches, yesterday, whilst on eight days during the month the fall exceeded one inch. For the last four days of the month the fall was 7.84 inches.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s. 11 1/4d.

THE WEATHER.

Forecast:—Fair. Barometer—29.70. Temperature 2 p.m.—79. Humidity 2 p.m.—82.

DON'T FORGET.

TO-DAY.
Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

TO-MORROW.
Star Ferry Co.—Shareholders' meeting—noon.
Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

THURSDAY, JUNE 3RD.
King's Birthday.
Review of Troops at Happy Valley—1.30 a.m.
Reception at Ball at Government House—5.15 p.m.

TO-DAY'S CHINESE TELEGRAMS.

THE PREMIERSHIP.

Shanghai, May 31.
It is reported that Tuan Chi-jui has decided to refuse the Premiership, but will take an Army to the South in the near future.

THE SHANTUNG QUESTION.

Shanghai, May 31.
On the Government definitely refusing direct negotiation in connection with the Shantung question, the representatives of that province have left Peking. A grand reception has been prepared for them by various parties in Shanghai.

INTERNAL UNREST.

Shanghai, May 31.
A report from Hunan states that the districts of Ki-yang and Loy-yang of that province have been captured by the Southern troops, not by fighting, but owing to the disagreement among the Northern soldiers, who have left their defensive positions purposely. The Ministry of War and State Department have denied the report that Chongsha has also been lost.

NOTICES.

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CHINESE THERAPY NO. 2
CHINESE THERAPY NO. 3

BISLEY CHANGES.

CRITICAL YEAR FOR THE N.R.A.

Preparations are now in active progress for this year's meeting of the National Rifle Association at Bisley says the *Times*, and there are indications that many of the familiar figures will be seen on the ranges again this year. The Bisley habit is hard to break. There are men who pride themselves on not having missed a meeting for more years than many of us would care to own, and there are many others who, having been once or twice, are always eager to try again.

From an inquiry made recently of those who attended the 1914 and 1919 meetings, it is evident that the great majority intend to be present this summer, though in some cases the demands of business may interfere with their hopes. What the N.R.A. wants this year, however, is new entries. Many members fell in the war and their places have yet to be filled. How far the strenuous days in the trenches may be keeping some of our best young marksmen back it is difficult to say, but probably in a year or two the entries will be more on the pre-war level.

This is a critical year for the N.R.A. It was found necessary recently to issue an appeal, backed by the Prince of Wales, for additional support, for heavy expenses had to be incurred during the war and there was a loss of £2,500 on last year's meeting. The Victory meeting was organized hurriedly, and to attract sufficient entries to make it representative the entrance fees were lowered; that for the King's Prize being reduced from 25s. to 10s., and others in proportion. This year the fee has been raised to 20s., but this is still lower than before the war, while all expenses have risen very considerably.

The financial situation, therefore, has to be considered very carefully, but it will be a great pity if on the ground of expense the projected visit to Australia of a team representing this country should have to be cancelled. The N.R.A. is the authority to which riflemen throughout England look for guidance, and the interdependence of visits is responsible for much of the accuracy of the rifle shooting in the Dominions.

THE "TIN-HAT" TARGET.

In the programme for the coming meeting very little change has been made. For the figure target formerly in use a new target has been substituted, which moves some of the objections in that it leaves less to the imagination. It is sure to be known as the "tin hat" target, for that at a distance is what it most resembles. It consists of a semi-circle of black shown against a light grey background representing the sky, while the lower half of the target, on which the "tin hat" rests, and in which the bull's eye is completed, represent a sand bank.

The rifles and ammunition used at the last meeting were the subject of much criticism. The short side will again be compulsory in the King's Prize Competition, and the War Office have lent 1,000 of these rifles for the use of rifle clubs and have arranged for a supply of cartridges at £5 per 1,000, a considerable concession for the market price is much higher. In addition they are giving 500,000 rounds for the meeting. The mark VII. ammunition will be used again, but it will be of better quality than that used last year, which was held responsible for much of the inaccurate shooting. The ammunition to be used will probably be tested and retested, in order to ensure that there shall be no ground for complaint, and it is possible that the final tests will be attended by representatives of the War Office and the N.R.A.

The short rifle used must be of the Government pattern, but much more accuracy may be expected with it this year. At the close of the last meeting it was suggested in *The Times* that the bedding of the barrel might affect the shooting, and since then evidence has accumulated to show that there are means of obtaining greater accuracy. The size of the bull's eye is proportionate to the estimate of error of the short rifle, but if the rifle can be made more accurate in the hands of a skilled marksman or a skilled armorer and there is consequently abnormal scoring, the "central" can easily be revived. For the school competitions the short rifle as issued will be used.

COLONIAL TEAMS TO COMPETE.
There will be a Canadian team at Bisley this year and probably

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DEATH OF LADY ELGAR.

COMPOSER'S DEVOTED HELPER.

The death of Lady Elgar, the wife of Sir Edward Elgar, took place at Netherhall gardens recently.

Lady Elgar was the daughter of Major-General Sir Henry Gee Roberts K.C.B., of Hazeldene House, Worcestershire, one of Sir Charles Napier's most trusted officers in the Sind campaign, and of Julia Raikes a descendant of Robert Raikes, the founder and promoter of the Sunday School movement. This short statement, to which a good deal more might be added, will in itself suggest that she was an exceptional woman. She was in truth a very remarkable one.

Caroline Alice Roberts married, in 1889, Mr. Elgar, a well-known teacher of the violin at Worcester, whose compositions had as yet met with no favour, sacrificing thereby considerable personal income. She, an amateur pianist, believed in these compositions, and set to work by every means in her power to strengthen and support the composer both by her sympathy and her practical aid. She made herself a good copyist, since an amanuensis would have been too expensive a luxury. She "laid out" his scores, copied in the voice parts, planned the baritone parts, and arranged the thousands of pages of 40-line scores, the scores of "The Music Makers," for instance, alone contains 100 pages of 31 lines. She would ask over-night what size his orchestra was to be, and, hearing it was to be a small one, would say, "With a bass clarinet, I suppose?" "Aren't you going to have a cor anglais?" and he would come down next morning to find as much of the form ready as he could fill in during the day with the orchestral parts. There is scarcely a full score of his which she has not laid out in this way.

Her husband is indebted to her for more than a little of the words he has set. "In Heaven," in the "Sea Pictures," is hers. She wrote the words for the part-song "O happy eyes," "The Snow," "Fly, singing bird"—the last two from the longer poem of Isabel Treville, and many others; and they did "The Bavarian Highlands" together. She was one of his best critics. He played over the Quartet to her, and she said little, but next morning he found pencilled over the close of the slow movement "Is this quite—please!" and so we owe the fine close to her gentle correction.

Lady Elgar was besides this a fine linguist. To the languages that everybody knows she added Latin and Spanish. She accompanied Sir Edward Elgar on most foreign concert tours, and electrified the orchestra at Turin by making a speech of thanks for him to the orchestra in Italian. She translated Hoffmann's "Ritter Gluck." In early days she wrote a novel, "Marcherott Manor," a sonnet of hers appeared in the *Bookman* early in the war; and she saw through the press, and supplied a copious index to, Symonds's "Records of the Rocks." But whatever she might have done in the way of literature she gave up in order to help him; and he, in return, broke his resolve to remain "Mr. Elgar" all his days, and took whatever honours came his way for her sake.

A South African team, but nothing has been heard yet of the intentions of Australia and New Zealand. It is hoped that the Territorial Force will be well represented. It would give the Bisley meeting great encouragement if the War Office would allow shooting certain of the principal events at the meeting to count as a part of the marksmanship training for Territorials, as was done in the old days.

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NAVAL PROMOTION.

FROM BLUEJACKET TO CAPTAIN.

By the appointment of Captain T. J. S. Lyne, D. S. O., to command the Assistance repair ship in the Atlantic Fleet, another interesting stage is reached in the career of this officer, who is the only captain in the Royal Navy who has risen to that rank on the active list by promotion from the lower deck for meritorious service.

Captain Lyne entered the Service over 39 years ago, and attained warrant rank as a gunner on February 16, 1881. While serving in the Monarch, guard-ship at the Cape during the Boer War, he was employed in charge of torpedo-boats No. 63 in patrolling and dispatch-running of the west coast of Cape Colony. On one occasion, when 33 miles from a dangerous coast, the main shaft broke, but the vessel was put under emergency repairs, and Captain Lyne brought her in to a safe anchorage in Saldanha Bay. For his gallantry and resources he was specially promoted to lieutenant at the Coronation of King Edward in 1911, when he was about 30 years of age.

After serving as a watchkeeper in a first-class cruiser, and in command of the Russia in Chinese waters, the Kingdome in the Coastguard Service, and other small craft, he was promoted to commander by Mr. Churchill, on September 23, 1912, at the same time that the "mate" scheme of promotion from the lower deck was inaugurated. During the war he was appointed for special service at Harwich, and was awarded the D.S.O. His promotion to captain was dated December 31, 1918, and since August 15, 1919, he has been captain-in-charge of the ships for disposal at the Naval Dockyard, Portsmouth.

It would seem, however, that unless by a special Order in Council Captain Lyne will not be able to reach flag rank on the active list before he is due to retire on attaining 55 years of age. Promotion from captain to rear-admiral is strictly by seniority, and the last officers promoted served for over 11 years as captains. At this rate, Captain Lyne's turn will not be reached until 1930, when he will be in his 58th year, or past the age limit of 55. It is to overcome such a handicap as this that the Admiralty have decided to accept candidates for commissions from the lower deck on reaching the age of 21, and have abolished the rule that these aspirants must have completed seven years' service.

THE PAPER SHORTAGE.

The *Vincent* daily paper *Der Morgen* has been compelled to suspend publication owing to the enormously increased price and shortage of printing paper.

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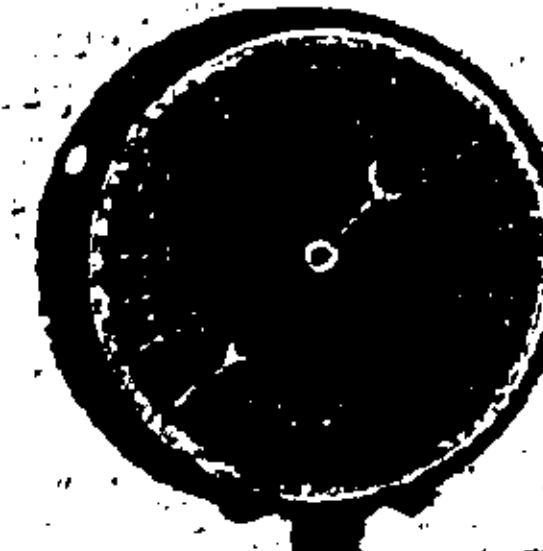
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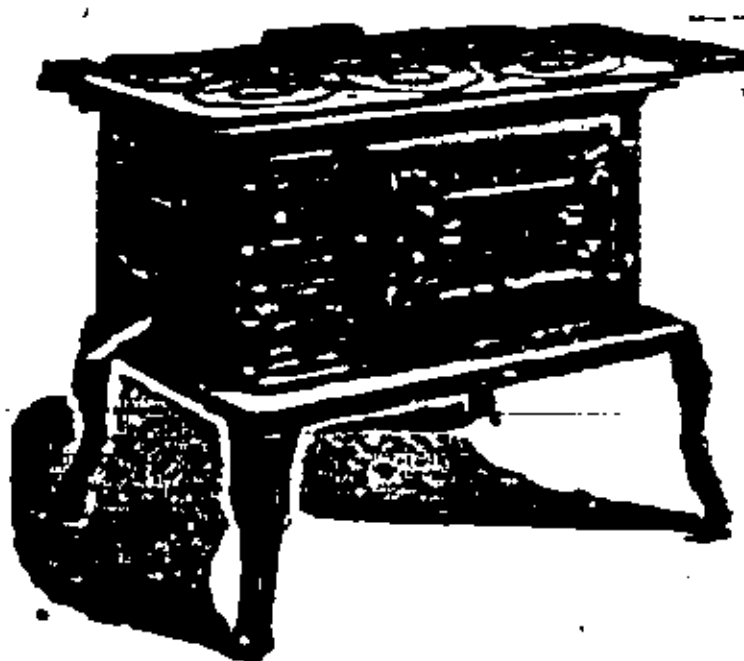
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U. S. PRESIDENCY.

REPUBLICAN NOMINATION IN DOUBT.

Washington, April 24.—Less than seven weeks from to-day the Republican nomination will be made. Who the nominee will be is not any clearer now than it has been at any time heretofore.

And in the six weeks and a day which will elapse before the convention opens there is not any event now foreseeable which will make the outcome more easily predictable than it now is. The most probable thing that can be said about the situation is that it will be an open convention in which the nominee will be determined chiefly by events occurring within the convention after it opens.

It is still true, as it always has been, that Gen. Wood has more first-choice delegates instructed for him, or otherwise favourable to him, than any other candidate. But the nomination is going to be determined not by first-choice delegates, but by second-choice delegates. Even if Gen. Wood should have the most exceptional good fortune in the various primaries next week and throughout the remainder of the campaign, it is still difficult to compute where he can get much more than half the number of delegates necessary to nominate. (The total number of delegates is 984—necessary to nominate 493.) The actuarial politicians who figure closely on such matters say that about 280 is the maximum that Gen. Wood can expect to have on the first ballot. He may have appreciably less.

If this estimate is correct, Gen. Wood must now depend for success upon the ability of his managers to secure for him about 250 additional delegates, more or less, who will vote for him as second choice after they have voted for their first choice. For the getting of these second-choice delegates Gen. Wood is handicapped beyond any of the other candidates. He and his managers have followed a policy of stern warfare against every other candidate. That is a very good policy provided it is successful enough to roll up a majority on the first ballot.

But lacking that degree of success, it is a poor policy, for it creates bitterness and arouses animosities which make delegates and leaders disinclined to turn to the aggression. In the campaign so far Gen. Wood has lived by the sword, and in the convention he must abide by the sword. However, Frank Hitchcock is now supposed to be engaged upon a campaign rounding up of the required number of second-choice delegates. He is operating in great secrecy. What success he is having none of us will be permitted to know until the convention opens.

LOWDEN'S CHANCES.

Gov. Lowden of Illinois continues, as heretofore, to be likely to have the second largest number of delegates on the first ballot. When it comes to getting additional delegates from other candidates who drop out, or from delegates who change their allegiance for one reason or another, Governor Lowden is in a much better position than Gen. Wood. The feeling among delegates and leaders alike is generally friendly to him.

Senator Johnson of California has the third largest number of delegates on the first ballot. In the campaign he has had some spectacular successes, and these have given him credit for a strength in the convention beyond what he is likely actually to develop. It is commonly said, for example, that Senator Johnson can prevent the nomination of any one he doesn't like, and that he can swing his delegates this way or that way. It is not true that Senator Johnson will have any large number of delegates that he can swing this way or that way. The number of delegates that he can swing will not be so large as the number who will feel obliged to vote for him. For example Johnson carried Michigan, every one of the thirty delegates from that State must vote for Johnson for at least as many ballots as will satisfy the rather vague requirement of the Michigan primary law. But among those thirty Michigan delegates I think there is scarcely one who is friendly to Johnson personally.

Every one of them will welcome the chance to get from under his primary obligation and cast his vote for some one to whom he is in his heart favourable. The same situation exists with respect to North Dakota.

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Johnson was the only candidate entered in that State, and so won the Presidential primary there. But every one of the individual delegates elected from North Dakota is in his heart favourable to another candidate or candidates.

JOHNSON CAN SWING VOTES.

But if Johnson cannot swing delegates in the convention he can swing voters in the election. What has been clearly demonstrated in the campaign thus far is that Johnson has a large and definite following among the voters. It is probably a larger following than any other one candidate has, except Hoover. This following is in a true sense a political asset belonging to Johnson personally. The possession of it puts him in a strong position as respects the Republican party leaders as a whole. Possessing this following, he is able, to a certain extent, to make terms with the party organization and with the successful candidate, whoever that may be.

Of course it is also true that the only way Senator Johnson can enforce his terms is by a threat either to bolt or to sulk in the campaign after the convention. How far he is likely to make such a threat, or to enforce it, is a matter of his individual temperament. He has indicated once, in the national election of 1912, and his enemies charge that on another occasion, in 1916, he sulked, and by sulking permitted California to go for Wilson and thereby defeat Hughes. Against this latter charge of sulking Johnson's friends believe that he has a good defense, but the net of his past history and his present strength is that he is in a position not so much to swing delegates in the convention as to demand agreeable treatment on the part of the other leaders. Undoubtedly, in the negotiations which are bound to go on within the convention itself, and in the smaller rooms where leaders meet privately, there will be a disposition to take Johnson into the party councils.

HARDING HAS FOURTH PLACE.

Probably the fourth strongest candidate on the opening ballots will be Senator Harding of Ohio. (And yet it is just possible that if all, or nearly all, of New York's eighty-eight delegates cast their first ballot for Nicholas Murray Butler it may happen that the latter will have more delegates than Harding. Regardless of the actual number of delegates, however, Harding is among the first four, and Butler is not.) These first four—Wood, Lowden, Johnson and Harding—are in a class apart. These are the four who are expected to fight it out on the convention floor—either to a finish or else to a deadlock of such firmness and complexity that they all eliminate themselves. All other candidates than these four are classified as dark horses.

A fairly large number of Republican leaders and delegates are acting upon the theory that the nomination will go to a dark horse. At least they are guiding their own course of action on the theory that it will be. This group of leaders and delegates includes some of the most powerful of the old-time Republican leaders. Among them they have an aggregate of fully as many delegates as Gen. Wood is likely to have, and more than any other candidate is likely to have. If this group of leaders and delegates of whom I am now speaking achieve cohesion, if they determine to stand out for a dark horse, and, most important of all, if they agree upon a dark horse and bend all their united power to bringing about the nomination of their choice—then this group of delegates might very well turn out to be the dominant power in the convention. If things should turn out this way the one who has a slightly better chance than any one else to get the dark horse position is Governor Coolidge of Massachusetts.

POPULARITY OF OPERA IN ENGLISH.

CLOSE OF A PROSPEROUS SEASON.

The usual ceremonial marked the end of the Beecham opera season at Covent Garden. After the final fall of the curtain there were endless cheers and innumerable calls, culminating in requests for a speech, to which Sir Thomas Beecham, who had been conducting "The Mastersingers," turned. The speech was a disappointment to all who expected to be told something about the plans for the Grand Season; but from another source it was learnt that the probable date of the opening is Monday, May 10.

The season just closed had been, Sir Thomas said, the most prosperous he had had. The popularity of opera in English had grown with amazing rapidity, not only in London but all over the country, so that now opera in English was the rule, opera in foreign tongues the exception. A company collected from all over the world might give us more variety—none the less, he made bold to say that the performances given by his company had been nearly as good as those given by any organization in the world.

He promised that in a year they would be quite as good. In six months time he would have fulfilled half his promise. He said "it may be six months before opera in English is heard at Covent Garden again"—not that it will be; which perhaps means that English will be heard during the Grand Season.

PAN-GERMANS BUSY.

PROPAGANDA PLANNED.

Americanization may or may not receive a setback as the result of a movement just started in Germany. The Deutscher Studentenbund, a society established in Germany only a short while before the outbreak of the war, is planning to carry on a vigorous campaign in foreign countries by way of keeping the great number of Germans who are planning to emigrate in touch with the fatherland. The society has issued an appeal which reads in part as follows:

"The German Government and the German people must do everything in their power to establish newspapers and theatres and make preparations for schools, lectures and moving pictures in foreign countries, so that those of our people who are forced to seek material fortune abroad may not lose their spiritual interest in the land that gave them birth. In all foreign localities where there are a considerable number of Germans arrangements should be made for concerts of German music, excursions, meetings, and so on, so that the feeling of complete separation from the motherland may find the least possible encouragement."

This sounds familiar. But it is only a part of the manifesto. It goes on: "Of course, this work must be carried on in a perfectly open and honourable way. There must be no ulterior squinting at eventual political results. There must be no hostility toward the country whose hospitality and opportunities for private betterment the individual enjoys. It is a question of maintaining our traditions wherever Germans are found to the end that they may not suffer from want of spiritual support."

DEARER NEWSPAPERS.

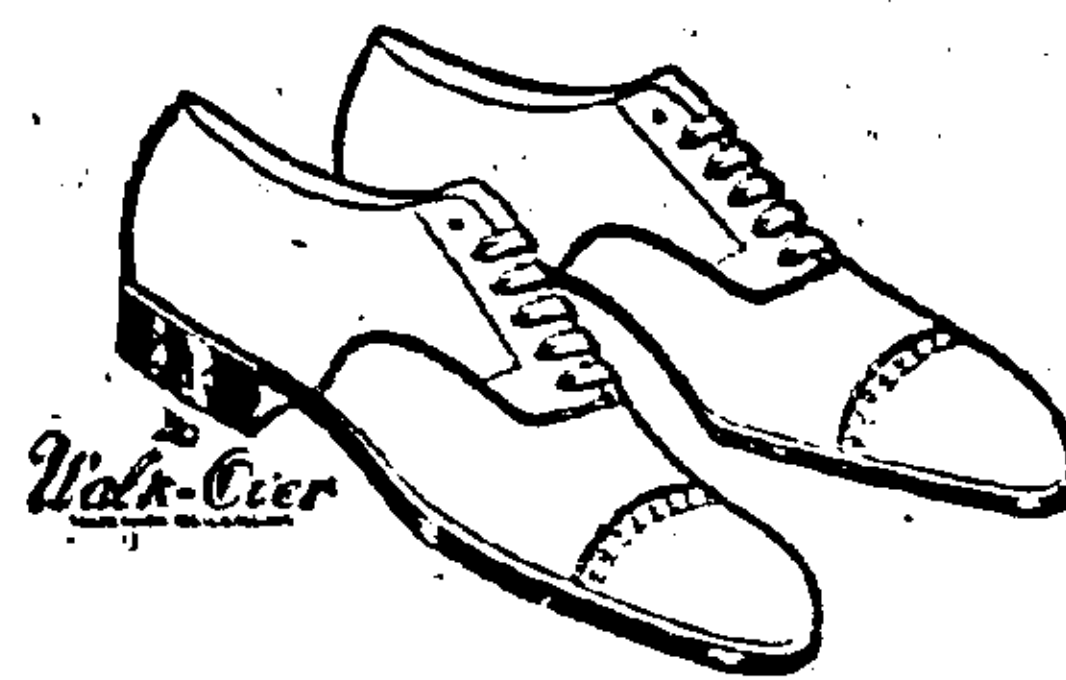
The "Newspaper World" states that, in addition to twelve Sunday newspapers that are increasing their price from three-halfpence to twopence, fifteen newspapers and periodical publications have announced increases, making a total of twenty-seven for one week, and of 144 during the present year.

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The Manila Bulletin publishes the following telegram:—
"Washington, May 31.—The Senate without a record vote today passed the merchant marine bill providing for a permanent policy and the measure was sent to conference."

"The bill extends the coastwise navigation laws to the Philippine islands and the president is authorized to abrogate treaties containing a discrimination against American ships."

"The bill also provides that government ships shall be sold or leased to Americans as soon as practicable. The president is authorized to appoint a permanent shipping board of seven members."

Commenting on the above, the Bulletin says:—Local steamship agencies for foreign ships sailing from United States ports face a high freight rate, the practical dissolution of foreign agencies in the Philippines and possible friction between Japan and England and the United States, while American steamship offices are fearful of retaliatory measures from foreign powers if the merchant marine bill which was passed by the Senate last Friday and which extends the coastwise shipping regulations to the Philippines, becomes a law. Freight rates will undoubtedly soar because of the lessening of competition should the president sign the bill, and while agencies for Japanese and British passenger ships and freighters which now touch United States ports would still remain here to contract for business and passengers for Hongkong and the Japanese ports business would be done on a much smaller scale, they say.

The new bill affects the Blue Funnel line which has three ships on the trans-Pacific run, the Nippon Yusen Kaisha, the Nippon Yusen Kaisha, and the Robert Dollar Company, an American organization under British registry. It provides that only American ships may carry freight and passengers between American ports, thus the N. Y. K. line which ply between the Orient and San Francisco, the N. Y. K. ships running between the Orient and Seattle, the Blue Funnel freighters which ply between the far east and Seattle and the Dollar ships which are now running on an around-the-world schedule would be forced to change their ports of call to Canadian ports.

Local steamship agents do not believe, however, that the bill will pass. A former bill was passed by both house and senate ten years ago but was killed by the president's veto and the steamship men believe that this bill will meet the same fate.

Some fear was expressed yesterday that should the bill come from the conference alive and be signed by President Wilson, that Great Britain and Japan would take definite steps to prevent American ships from securing cargoes at their ports for the United States. It was pointed out that the volume of cargo carried by American ships from India, Singapore and Hongkong is far greater than that taken by foreign ships from the Philippines. The Japanese coastwise regulations, which allow only Japanese ships to transport cargo between Japanese ports were enforced when Congress passed the law permitting only Americans to trade on the coast of the United States and it is felt that the Japanese will take drastic action against American shippers.

Manila, according to local agents, will suffer great losses yearly in tonnage taxes. It is believed that a strong and definite stand will be taken by Resident Commissioner de Veyra and other interested persons against the bill and that the provision which excludes foreign shipping from trading between the islands and the United States will be stricken from it.

The Canadian Pacific, owning the Empress boats, will not be affected. Its vessels touch at Vancouver, not Seattle. It will still send its boats to Manila and can accept cargo for trans-shipment from Vancouver to New York over its railway lines, just as it has been doing.

The fact that the bill passed by the Senate must now go to conference indicates that it was modified after it left the house. Much now depends on the conference report.

THE AMERICAN PRESIDENCY.

AN ENGLISH COMMENT.

The rejection of the Treaty by the American Senate coincides with the decisive opening of the presidential campaign, says the London Nation. For the half year, not only the actions of the Government, but every turn in the affairs of the United States, will be influenced by the fact that on the first Tuesday of November the new President must be chosen. The national conventions for the nomination of the party champions will be held in June: the Republican at Chicago, the Democratic at San Francisco. The decision of the Democrats to assemble in California is a recognition of the growing political power of the Further West, no nominating convention having so far met west of the Mississippi Valley. It is usual enough for the situation to be confused six months, or even one month, before the election; but there is no exaggeration in the statement that in no presidential year since the Civil War has the outlook been quite so obscure as it is in 1920.

We may consider, first, the paramount question of leadership. The death of Theodore Roosevelt, two months after the Armistice, left the Republicans without a single leader of national importance, while the development of the Treaty situation showed the party to be gravely divided on the matter of America's position as a world power. In regard to all the great domestic issues, the Republican schisms have been clamorous ever since the capture of Roosevelt by the Progressives in 1912. To-day the differences seem more violent than ever. There is something almost grotesque about a party which is required to find a common basis for the followers of Taft and La Follette, of Henry Cabot Lodge and Hiram Johnson. Nor is the President's own party in any better case. Four years ago, two years ago, the Democrats possessed one commanding figure. Mr. Wilson was supreme as no party leader in America had been for half a century. The truth is now that the President, in falling, has broken his party so completely that there would seem to be only one possibility of escape from the electoral abyss—the securing of a presidential candidate free from all taints of the Wilsonian regime.

By universal consent 1920 is a Republican year. The common assumption is that, save for the one still remote contingency above referred to, the Democrats can at best hope merely to lessen the weight of the Republican triumph. But at the present stage it is impossible to forecast whether the delegates in June will declare for the running of a conservative or a progressive Republican. America to-day is in the trough of reaction. The terror of Bolshevism, of every kind of radical thought or programme, is so extreme, that the progressive section would appear to be almost hopeless defeat. And yet it must not be overlooked that a great part of the hostility to the Treaty has been of good liberal quality, and that the outrageous repression and persecution of the past two years may already have swung over the majority of decent citizens. One thing only, in this connection, may be predicted with a fair measure of assurance. It is that, if the Republican nomination is given to a downright law-and-order candidate, the Democrats in the San Francisco assembly will be tempted to take the open and decide upon a man capable of beating a similar drum. But here again all calculation is liable to be rudely upset by events.

Of the Republican possibilities now in the field there is not much that needs to be said. Major General Leonard Wood is the choice of those Rooseveltians who have inherited the big stick, without any nonsense of progressivism about it. Although a soldier, and a militarist of the simplest and crudest type, General Wood carries the advantage of having been kept out of a European command. Those who have persuaded themselves that a fighting General—whether Pershing or another—could be elected President of the United States this year, are ignoring the plainest facts of the situation. General Wood, however, has a considerable chance, although his present following is mainly confined to the Conservative of the Eastern States. But he is not in favour with the Republican managers. They are looking for a pliable party man, some "good old state governor," as the

JAPANESE MINES NORTH NIANGSU.

RAPID DEVELOPMENT.

Haichow, Ku, May 19.—The development of the Japanese mines, concerning which mention has been previously made in these columns, is being steadily pushed. The light railway is nearly completed and the western end of it is already in service, bringing down loads of ore to a fleet of junks anchored in the river two miles above Haichow. The railway is for light traffic but is well built nevertheless and can handle an immense amount of ore. There is a slight grade all the way from the east end that permits the loaded cars to come down with little tractive effort yet is not heavy enough to make the return of the empties difficult.

The question of the real status of the mines is as much in doubt as ever. The official version is that the mines are entirely Chinese and that the Japanese on the job are only employees. It is difficult to give any serious consideration to such a story or to any other that makes little of the position the Japanese hold. It is still also a matter of doubt as to what the ore really is. The Defence Commissioner told me it was largely for the manufacture of fertilizers and for the making of gas mantles. But whatever it is, preparations are being made to handle it on a large scale. N. Y. Daily News.

saying is, such as Harding of Ohio or Lowden of Illinois. So far the serious nominees in the field—Senator Hiram Johnson of California, who led the Western Progressives for Roosevelt eight years ago; a vigorous fighter, probably as near to radicalism as the present temper of the Republican Party will permit.

Turn to the outlook for the Democrats. All talk of the President's staff again must be considered as unreal. His breakdown makes it almost unimaginable. His continuance in the leadership would split the party into fragments. Mr. Bryan, still the strongest personal force with the rank and file, would be implacable. Mr. Bryan himself being impossible, there is no regular Democrat discernible to whom the managers can look with encouragement. Mr. Mitchell Palmer, the Attorney-General, would be certain of a crushing disaster. Of Mr. McAdoo, Mr. Wilson's son-in-law and former Secretary of the Treasury, it is sufficient to say that he does not possess either the personal qualities or the associations which in the past have been counted indispensable to an American President. Should the nomination fall to him, the result could hardly be in doubt. There is no other regular Democrat at present being seriously discussed. Either of these would be, by the general public, emphatically identified with the privileged interests, and both are far removed from the common sentiment of the Middle and Further West. There remains then the highly interesting possibility which promises to make the forthcoming election an epochal event in the history of the Presidency—the candidature of Mr. Herbert Hoover. From the standpoint of politicians standing anywhere, let us say, between Mr. Taft and Mr. Root at one extreme and Mr. Bryan or Mr. Daniels at the other, the suggestion of Mr. Hoover seems merely absurd. The party managers are enraged when they are not attracted by it. But the movement in his favour is steadily gathering strength and we anticipate that, during the next few weeks, the argument that the single hope of a Democratic victory lies in Mr. Hoover will be pressed upon the central party committee by influential groups in every State. The prospect is extraordinarily interesting, and all the more so since Mr. Hoover, the one American citizen other than the President occupying a position of world importance, is entirely detached from the influences which, in all elections since the emergence of the party system, have governed the popular choice. It should be added that despite recent efforts towards the revival of Progressivism, the creation of a political Labour Party in defiance of Mr. Gompers, and the persistent pro-creation of the Socialists, there is nothing at present to show that any third party can poll sufficient votes to interfere materially with the conflict between the two established armies and their chief.

NOTICE.

IMPORTS & EXPORTS OFFICE.

KING'S BIRTHDAY.

This Office will be opened for all purposes from 9 a.m. to 12 noon on Thursday the 3rd June, 1920.

Licensed Warehouses cannot be opened on that day.

C. W. RECKWITH, Superintendent. Imports and Exports. Hongkong, 29th May, 1920.

NOTICE.

THE "STAR" FERRY CO. LTD.

NOTICE TO SHAREHOLDERS. THE SHAREHOLDERS OF THE "STAR" FERRY CO. LTD. are hereby notified that the TWENTY-SECOND ORDINARY ANNUAL MEETING of this Company will be held at the Office of Messrs. LAMMERT BROS. Auctioneers, 111, Duddell Street, on WEDNESDAY, the 3rd June, 1920, at 2.30 p.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ended 31st May 1920.

The Register of Shares of the Company will be closed from WEDNESDAY, the 3rd June, 1920, to FRIDAY, the 4th June, 1920, and no dividend will be payable on shares held on the date of closure.

By order of the Board of Directors, W. S. BROWN, Secretary.

Hongkong, 21st May, 1920.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 4th June, 1920, commencing at 11 a.m.

at their Sales Rooms, Duddell Street.

A Quantity of Valuable Household Furniture comprising:—

Very finely carved blackwood, tables, lady's desk, armchairs, flower stands & stools, silk tapestry covered drawing room upholstered chairs, Nipper carved corner couch, invalid chair & table, carpets, rugs, pictures, glassware, dinner crockery, brass fender & fire brasses, very finely carved cherrywood dressing table, Japanese ware, colours, brass flower pots, ornaments, marble top washstands, etc. etc.

Also

1 Cottage Piano by S. Moutrie & Co. Ltd.
1 Enamelled Bath
2 Treadle sewing machines
1 Rubber Tyre Rickshaw
On view from Wednesday, the 2nd June 1920

Catalogue will be issued.

Terms: Cash on delivery.

LAMMERT BROS. Auctioneers.

THE LITTLE ONE'S COLD AND HOW TO TREAT IT.

If your little one has a cold do not neglect it, for neglected colds lead to bronchitis, pneumonia and dangerous illness.

When the first symptoms of a cold are noticed give the child a warm bath and dry carefully. Reduce the quantity of food a little and give Baby's Own Tablets to move the bowels. Grease the nose inside and out with pure vaseline.

Mrs. James R. McDermid, of Marintown, Ontario, Canada, says:—"I find Baby's Own Tablets the best medicine for baby I have ever used. They break up colds, cure sour stomach and the other little ills with which babies are troubled. They have made my baby bright, strong and healthy, and I could not be without them."

Baby's Own Tablets are guaranteed to be entirely free from narcotics and perfectly harmless. They are recommended in cases of simple fever, colic, constipation, indigestion, diarrhoea, teething troubles and worms. Sold by chemists, or post free at 60 cents the vial by Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

GRAND CONCERT

CHAMBER OF COMMERCE ROOM (CITY HALL)

Saturday, June 5th at 9 p.m.

Signor D. F. AMELIAS

THE FAMOUS MANDOLINIST

Mme A. SILVESTI

Italian Prima Donna who had the honour of singing before the Queen of Italy and King of England. Assisted by Professor Danenberg the well-known pianist. Selection: LISZT, SARASATE, BRAHMS, Puccini, TSCHAIKOWSKY, Ponchielli, Rossini, etc. etc.

Admission \$3.00 \$2.00.

Tickets to be obtained at MOUTRIE'S MUSIC CO.

NEW ADVERTISEMENTS

W. S. BAILEY & CO., LTD.

ENGINEERS & SHIP-BUILDERS, HOK UN KOWLOON.

HARBOUR REPAIRS

Call Flag "L"

Sole Agents for

"KELVIN MOTORS."

Motors from 12 B.H.P. to 50 B.H.P. now in stock also spare parts.

Works Tel. K.21. Manager K.339. Harbour Engineer K.130. Works Supt. K.410. Telegrams "SEYBOURNE"

NOTICE.

Mr. S. Hamer having, by mutual arrangement, severed his connection with the undersigned, ceases as from this date to sign our firm-name per procurator.

E. A. BEAUMONT & CO. Dated this 1st day of June, 1920.

NOTICE.

From 1st June, 1920, and during the absence from the Colony of our Mr. Bernardino Basto, Mr. J. P. Braga will be in sole charge of our business and will sign our firm per procurator.

BASTO & CO.

Hongkong, 31st May, 1920.

NOTICE.

REPULSE BAY HOTEL.

WEDNESDAY, JUNE 2nd.—

TEA DANCING FROM 4 TO 7 P.M.

DINNER DANCE FROM 8 P.M.

THURSDAY, JUNE 3rd.—

(KING'S BIRTHDAY)—ORCHESTRAL CONCERTS DURING Tiffin and AFTERNOON.

FRIDAY, JUNE 4th.—

ORCHESTRAL CONCERTS DURING Tiffin and AFTERNOON.

SATURDAY, JUNE 5th.—

TEA DANCING FROM 4 TO 7 P.M.

DINNER DANCE FROM 8 P.M.

SUNDAY, JUNE 6th.—

ORCHESTRAL CONCERTS DURING Tiffin and AFTERNOON.

FLYING—THURSDAY, FRIDAY, SATURDAY AND SUNDAY.

EACH DAY COMMENCING at 2.30 p.m.

Tickets for flights and full particulars may be obtained at the Hongkong Hotel, main office, or at Repulse Bay Hotel.

Insurance: Personal Accident Insurance can be effected at the time of booking, covering all risks whilst flying. Rates including benefits from \$5.—Covering \$25,000.—To \$50.—Covering \$25,000.

Intending passengers should bring their own dust coats or mackintoshes. Caps and goggles will be obtainable at the Repulse Bay Hotel.

J. H. TAGGART, Manager.

ADVERTISE YOUR WANTS.

WHAT YOU WANT SOMEONE HAS—WHAT YOU DON'T WANT SOMEONE ELSE DOES.

ONE CENT PER WORD PER INSERTION

Two Cents if not Prepaid.

A SMALL ADVERTISEMENT IN THESE COLUMNS WILL BE PRODUCTIVE OF MANY ENQUIRIES

REPLIES AWAIT BOX No. :—360 361 362 363 364 365 & 367

WANTED.

WANTED—EXCHANGE OF OFFICES. Tenant of office in Prince's Building (facing Ice House Street) wishes to arrange exchange with tenant of office in Prince's Buildings (facing Law Courts). Apply Box 363, c/o "Hongkong Telegraph."

WANTED.—Furnished house on the Peak for short or long let. Write "Families" c/o "Hongkong Telegraph."

WANTED.—Office Assistant with experience in typing and bookkeeping. Lady single, unencumbered preferred. Please apply "ROLLO" c/o "Hongkong Telegraph."

WANTED.

WANTED.—Engineer preferably with some commercial experience and knowledge of general hardware trade. Good salary and prospects for suitable man. Apply Box 366 c/o "Hongkong Telegraph."

WANTED.—Steno-typist; for Machinery Dept. Apply stating salary required to Box 367 c/o "Hongkong Telegraph."

WANTED.—European Lady Steno-typist with filing experience, apply stating qualifications. Salary etc. to Box 368 c/o "Hongkong Telegraph."

FOR SALE.

FOR SALE.—2000 Tons Steel Rails, 80 lbs., for sale. See C. F. Brush, Hongkong Hotel.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Wednesday, the 2nd June 1920, commencing at 11 a.m.

at their Sales Rooms, Duddell Street.

3 Gold Bracelets
2 Gold Necklaces
2 Gold Scarf Pins
1 Gold Watch & Chain with sovereign
1 Gold Wrist Watch
1 Gold Ring
1 Silver Belt
On views from Tuesday, the 1st June.

Terms: Cash on delivery.

LAMMERT BROS. Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 4th June 1920, commencing at 11 a.m.

at their Sales Rooms, Duddell Street.

(For account of the concerned)
1 White Enamelled Pedestal Lavatory with fittings
1 Roll Printed Linoleum

Also
A Quantity of Sundries

Terms: Cash on delivery.

LAMMERT BROS. Auctioneers.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 4th June, 1920, commencing at 10.30 a.m.

at Messrs. Yue Fat's Godown, Kennedy Town.

(For account of the concerned)

1063 Bags Tonkin Rice (stored in above godown)

116 Bags Tonkin Rice (stored in No. 11 Godown, Hongkong & Kowloon Wharf & Godown Co. Ltd., Kennedy Town)

360 Bags Tonkin Rice (Stored in No. 12 Godown, Hongkong & Kowloon Wharf & Godown Co. Ltd., Kennedy Town)

50 Bags Tonkin Rice (stored in No. 10 Godown, Hongkong & Kowloon Wharf & Godown Co. Ltd., West Point)

Terms: Cash on delivery.

LAMMERT BROS. Auctioneers.

NOTICE.

NEW LOAN OF 4 MILLIARDS FRANCES.

in 5% PREMIUM BONDS. CREDIT NATIONAL.

The Bonds are of 500 Frs face value.

PRICE OF ISSUE 435 FRANCES 8 drawings a year amounting to 20,000,000 Francs

with the following prizes
1,000,000 Francs
500,000 " "
300,000 " "
100,000 " "
50,000 " "

The prizes drawn will be free of any taxes, present or future.

The Bonds bear interest on and after the 15th of June 1920.

Applications will be received till the 4th of June 1920 by THE BANQUE DE L'INDO-CHINE

where full particulars may be obtained.

L. BERINDOAGUE Manager.

NOTICE.

REMOVAL NOTICE.

We beg to notify our clients that our office has this day been removed to No. 14, Des Voeux Road, Central (1st floor Wiseman Cafe).

FAR EAST OXYGEN AND ACETYLENE CO. LTD.

NOTICE.

BANK HOLIDAY.

In accordance with Ordinance No. 5 of 1912 the EXCHANGE BANKS will be closed for the transaction of PUBLIC BUSINESS on THURSDAY, the 3rd June, 1920.

Hongkong, 29th May, 1920.

NOTICE.

THE HONGKONG TUTORIAL & EDUCATIONAL INSTITUTE

43, Bonham Road.

Opposite the University Tel. No. 732. P.O. Box, 593. Principal

JOHN P. JONES, B.Sc., M.E. Min.

The Institute affords Special Preparation (Class and Private, Day and Evening, Oral and Correspondence) for University Matriculation and Degree Examinations.

New Session has now commenced. Tutorial Classes are being conducted in English, Mathematics, Trigonometry, Mechanics, Physics, Chemistry, History, Geography, Latin and French, for Hongkong University July Examinations.

Private tuition can also be had in these subjects.

Prospectus on application.

THORNE'S OLD VAT

"No. 4"

SCOTCH WHISKY.

We strongly recommend this Whisky. The Vat was started in 1881 by the late Robert Thorne of Greenock and the Whisky has been known as No. 4 ever since.

A.S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.
TELEPHONE 618.

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but a and evidence of the bona fides.

All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rate of subscription to "The Hongkong Telegraph" is \$36 per annum. (Payable in Advance.)

The rate per quarter and per mensem, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The "Hongkong Telegraph" is delivered free when the addressee is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

Single Copies, Daily, ten cents.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshien, Canton, who are our agents there.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C. 5th edition. Western Union.
Office address: 11, Ice House Street.

The Hongkong Telegraph

HONGKONG, TUESDAY, JUNE 1, 1930.

CRITICAL TIMES.

Reports are still coming to hand regarding the possibility of a fresh upheaval in Germany, comparable to the revolutionary outbreak of March last. A telegram to hand yesterday spoke of uneasiness prevailing in Berlin and of news from different parts of the country indicating an extensive plot to interfere with the elections. There is, we think, a distinct significance about these constantly recurring rumours. It was only a week or so ago that the German Minister of the Interior, addressing the National Assembly, declared that the Government had received information pointing to a fresh revolutionary agitation, for which the Right and Left Radicals were blamed. Herr Harr Harden, however, in his newspaper, at about the same time, predicted the imminence of another reactionary revolt, stating that Kapp's followers had been encouraged by the leniency of the Government towards them and that thousands of ex-officers were only awaiting the signal for revolt. The same story of possible trouble, though from another source, is told by the Berlin Commissioner of Public Order, who says the danger is serious but not acute.

It is interesting at this juncture to recall what a Berlin newspaper correspondent wrote some weeks after the abortive revolution in Germany a few months ago. He stated:—"Certainly the ultra-militarist gang do not feel themselves defeated. Certainly conspiracies are going on here in Berlin impudently, almost publicly. Tribitch Lincoln sits daily in the hall of a hotel comparable to the Cecil, receives a constant succession of emissaries and agents, and rings up foreign newspaper correspondents on the telephone making appointments for the purpose of injecting propaganda into the foreign press." The same correspondent states that the reactionaries have taken all possible precautions to build up their position. The first of these is the vehement and very successful "anti-Bolshevik" in reality anti-proletariat propaganda. The second is the debauching and the fairly complete capture of the army. The third is the engendering of fear, distrust, and hate of the towns by the rural population. The fourth is the arming of the countryside to the teeth. Nearly every Bavarian peasant is an *Einwohnerwehrmann* armed with a rifle, hand-grenade, and machine-gun and inflamed with "anti-Bolshevism" and the egoistic passion so characteristic of the peasant. The Pomeranian and East Prussian Junkers have arsenals on their estates, and have only recently absorbed among their aged retainers large numbers of dissolved Baltic troops as semi-feudal militia on their lands. The worst of it all is that, according to this correspondent, it is out of the power of the Entente to disarm the Junker feudal forces or Bavarian peasant militia by any means short of occupation, which would be an extremely difficult business in view of Allied demobilisation. It is said that reaction can and will defy the Entente, and that the only hope is that the Allies will defeat the reactionary plans by seeing that the cities are fed; will assist German industry, if only for selfish reasons, to its feet; will remain proof against fake anti-Bolshevik propaganda; and will resist secret separate diplomatic intrigue.

What we cannot help feeling is that there is more behind these constant German Government warnings of possible trouble than appears on the surface. It is as though the officials are well in touch with what is going on behind the scenes, are condoning it and are anxious to scare the Entente by indicating that there will be fresh trouble if the Allied terms are insisted upon. We suspect hypocrisy and double-dealing. The Entente Powers will need to keep on the alert. A delicate stage has been reached on points of policy. It is up to the Entente to see that, as ex-President Poincaré puts it, they do not sell their rights for a mess of pottage. Equally, the moment is one that calls for caution and tact in handling a very difficult situation. We trust that Allied diplomacy will be equal to the occasion.

NOTES & COMMENTS.

THE SHIPPING AWARD.

With the award of the arbitrators having been made public, one can look back on the recent shipping dispute in a little different mood than was possible when the actual strike was in progress. At that time it was a case of getting dissatisfied men back to work, a matter of great importance in view of the possible food shortage and hardships that would fall on the residents of the Colony. The man made a demand for increased pay that seemed essentially reasonable by virtue of the fact that they expressed a willingness to submit the whole matter to arbitration. How the shipowners refused to arbitrate but subsequently succumbed to public opinion and a little pressure from the Government, a history that we need not go into here. All that we are now concerned with is the award and in trying to see how far it conforms to the justice of the case there must be a putting aside of all prejudice and bias. The arbitration proceedings were held in camera and so the public were denied an opportunity of studying the case put forward on both sides. But it is safe to assume the main lines on which matters were argued. The men, on their side, claimed that as compared with other coastal shipping, they were very badly underpaid although doing precisely the same kind of work. And it is notorious that they were. There are certain facts common knowledge to any resident interested in shipping which prove it. Throughout the war period, when ships were earning fabulous amounts for their owners, the men received but little in the way of encouragement. Instead of striking then, they "carried on" feeling that the seriousness of the times made action inopportune. For that there is some credit attaching to the men. It was not until last December that they decided to make their stand for better remuneration. On the side of owners there were plenty of arguments against.

A JUST DECISION.

The main point was the very great drop which has been taking place in the rate of local freights and with this was pleaded the greatly increased cost of operating ships. The price of coal, repairs and supplies have risen tremendously. The keen competition on the coast from Japanese, Chinese, American and Scandinavian shipping was also pleaded and it was claimed that if the men's demands were granted, it would soon result in the ships being run at a loss. The main factor was falling freights and even since the arbitration proceedings figures have fallen further still. On the river steamers a similar story was told, and the arbitrators had no easy task before them in avoiding the giving of a decision which would not leave it open to be said that they did not believe either the evidence of the men or the owners. And so in looking at the decision and comparing it with previous rates and the demanded rate one must bear in mind the nature of the evidence the arbitrators had to guide them. True it is that a general increase has been granted on a sliding scale of tonnage, but it is true also that the increase given is not nearly so substantial as was demanded in the men's revised scale. There has been an attempt to pay due regard to all the facts, and one can legitimately say that the award is one which should give general satisfaction. It gives to the men something more than they had and it has given to the owners a definite scale to work upon which is not so very far removed from what existed before. Both parties are agreed to accept the award and there can be no cavilling. Our only regret is that so long a period of time has elapsed between the beginning of the dispute and the settlement of it. Otherwise, we are content and are glad to write "Finitis" to what was at one time a very menacing dispute.

CHINA'S FINANCES.

The articles that Mr. J. O. P. Bland is contributing to the *Times* regarding the necessity of foreign powers insisting on a control of any funds loaned to China should do a great deal to educate the people at home up to a proper sense of what is taking place in Peking. To give China money in her present ungoverned state without any restriction as to its use would only be a direct encouragement to the militarists who have too long been China's worst enemies. The incident reported by us the other day of

DAY BY DAY.

A REPROOF IS INTOLERABLE WHEN IT IS ADMINISTERED OUT OF PRIDE OR HATRED.

On her way to Hongkong, the *Monteagle* had a casualty on board, a sailor being accidentally killed.

Owing to damage by the heavy rains, the road from Shaokwan to Repulse Bay is temporarily closed to vehicular traffic.

The public will be interested to hear that the Misses de Vinne and Terry are to appear again at the Repulse Bay Hotel to-morrow afternoon and night. They will give a special programme.

A fine of \$50, or six weeks' hard labour, was laid passed on a Chinese who was arrested at the Young Wing Wharf in possession of 100 rounds of ammunition.

During last week there were 13 cases of plague notified, 12 of which were fatal. All the sufferers were Chinese. There were also seven cases of enteric (four fatal), one Eurasian and the rest Chinese. From influenza there were 13 deaths, all Chinese.

The challenge round tennis tie between Ng Sze-kwong and M. W. Lo, for the Championship of the Colony, which was to have been played this evening, has again to be postponed, owing to the sudden condition of the ground. No revised date has yet been decided upon.

A watchman, living at No. 18, Lo Shing Street, was last night admitted to the Government Civil Hospital suffering from stab wounds inflicted on the left side of the stomach by some person whose identity is not known to him. He could not furnish any reason for the attack.

A novelty in Hongkong transportation took place yesterday, when a local resident had to remove his furniture from Breezy Point to Happy Valley. Although it was pouring with rain, the removal took place, a motor truck belonging to the Dragon Motor Car Co., completing the job in four quick trips.

The adopted son of Mr. D. J. Santos, named B. Silva, is at present in Police custody on a charge of stealing jewellery and money from his guardian to the extent of \$218. It appears that he stole money from their house at Blue Buildings and went with two other Portuguese youths to the Canton boat with the idea of an excursion to Canton, but was arrested at the wharf last night on the authorisation of Mr. Santos, who had his suspicions.

WHO WAS IT?

We are informed by the Police that on Saturday a European was riding along Connaught Road on a motor-cycle, with a lady accompanying him in a sidecar, when he ran into a Chinese and knocked him down.

The European did not stop to render any assistance, and the Chinese remained lying on the road until the Police came along and removed him to hospital, where it was found that his legs were broken.

We do not know whose fault it was that the Chinese was knocked down, but the callous conduct of the driver, in not stopping to render aid, cannot be too strongly condemned. The Police would very much like to ascertain his identity.

The s.s. Robert Dollar being boarded by bandits whilst making her trip on the Yangtze is but one illustration of how inefficient and uncontrolled the so-called armies are. China must make up her mind to do a little earnest reforming as regards administration or lose the financial assistance of the Great Powers who have previously helped her out of many a financial embarrassment. It is as well to insist on that point now, for delay will only make reform the harder.

AN ISLANDER'S DIARY.

(BY "AJAX")

Some American trade papers indulge in a habit of preaching lay sermons from an economic text, which I am going to adopt this week. There is no better way of pointing a moral. I will therefore start off with the following aphorism:—"We are more heavily taxed by our own folly than we are taxed by the Government." We have now been given the figures for the actual loss on the rice scheme up till the end of last year, namely, \$3,087,749. This does not necessarily mean that the figure is final, as it is well known that the Government's stocks of rice were not all sold at the end of last year, and some heavy losses may have resulted on the sale of the residue. This loss was prophesied when the scheme of rice control was still in operation, and the way the Secretariat attempted to pooh-pooh it need not be recalled. It is a crying scandal that such a big job should have been entrusted to an inexperienced official. Folly, it has been described, is the principle of absolute un wisdom. That was the folly of the Rice Controller. The way public money has been frittered away, advice unheeded and belittlement of responsibilities can be read in the history of the rice scheme of the Government. The elements of political economy had not penetrated the brain of the Rice Controller, nor of the Government, with Mr. Severn as Officer Administering. If the Rice Controller's actions were guided by any rules of science or by a committee of business men, we should have had nothing to complain of. The Government took an unconscionably long time to make up its mind as to what should be done. Its embarrassment could be understood as the situation was uncommon, but its escape from the dilemma was characteristic of a school boy. Instead of up-to-date statistics regarding the loss, we got a few months ago a fulsome summary with some figures sandwiched, but the summary of the transactions was in the last degree supererogatory.

Just realise, over three million dollars lost on a scheme like that! We know who made money at the expense of the Government, but *not* who. A more unbusiness-like control has never been attempted. I know for a fact that cargo destined for a certain place had been shipped by the Controller to a different destination, and were in the preliminary report how some rice sold from here to the Straits was not in stock and on which the Controller had to pay a large sum as loss, as he had to buy the rice in the open market here. I sincerely hope that the Budget Debate will see a stern rebuke administered to the Government by the unofficial Members of the Council. If Mr. Shewan had been on the Council we should have been certain to find the Government timber-creeper. At any rate, I trust that Messrs. Holyoak and Pollock will deliver themselves warmly on what the public feel in this matter. Here is an opportunity for our unofficial Members to prove their mettle.

I notice that Mr. N. L. Smith is to be appointed Superintendent of Imports and Exports. This continual shuffling of posts is not conducive to efficiency in the various public Departments. As things stand at present, an officer who has been placed in a certain department for a few months is pitchedforked into another before he has had time thoroughly to understand the work. The system is vicious, and should not be encouraged. I do not know whether it is the result of many heads of departments having gone home on leave that was overdue. Whatever the cause, the fact remains that it is not conducive to good work. Why cannot proper officials be made to fill vacancies? Personally speaking, I think Commander Beckwith was out of place as Superintendent of Imports and Exports. I am, therefore, glad to notice that the Government has transferred him to the Harbour Office, where the work will find his mettle. Mr. Treiman, who is now Treasurer, held the post of Superintendent of Imports and Exports with much credit.

Cannot something be done to save passengers who leave the Colony on the large liners from being subjected to so much annoy-

POSTMAN'S APPEAL.

DISMISSED BY FULL COURT.

Before the Full Court yesterday the appeal by a postman named Tee Tak against his conviction by Mr. N. L. Smith at the Magistracy, on a charge of secreting a letter, was concluded. At the conclusion of Mr. Jenkin's argument their Lordships announced that they were against him on the point of law. As to a rehearing, subject to what the Attorney General might say they might be disposed to order a new trial. The Attorney General contended no rehearing should be granted. The conviction was quite consistent with the facts. Innocence was not. He went into the possibilities of appellant's being innocent. If appellant had dropped the letter, an honest man picking it up would not have opened it: a dishonest one would have destroyed it. If it had been stolen from the letter box by someone else the latter would not have troubled to reposit it. The new evidence which Mr. Jenkin proposed to call would not be decisive. It would entail rebuttal and in view of the length of time that had elapsed might be dangerous. Their Lordships concurred and dismissed the appeal. The Attorney General did not ask for costs.

ance in the examination of their passports? There have been cases in which only one inspector from the Harbour Office has been on board to examine passports of some three hundred passengers, and in summer, when thirty or forty persons are herded together near the cabins to show their passports to the officer, the waiting and heat are positively annoying. If representations are made to the Harbour authorities for another officer to help in the matter I am sure the request would be granted, although I am told that the staff of such inspecting officers is very small at present. It is a question worth trying to solve, as with the approach of the summer the atmosphere in the saloon where these passports have to be presented is not very pleasant and the wait is inordinately long.

We have not yet had much of a sample of the organising abilities of Lady Stubbs. Probably this is because she is surveying from Mount Pisgah. A Governor's wife can always be a power for good. She wields the silent moral influence which many times can help to loosen the purse strings of the community in aid of a good cause. Lady May worked indefatigably to improve the conditions of living and the amenities for womenfolk, and the Helena May Institute is a standing monument of what the Hongkong public, through the instrument of Sir Ellis Kadoorie, thought of her work in this respect. Lady May knit all hearts together, and if Sir Ellis Kadoorie gave expression to the Colony's gratitude for what she had done, he also voiced the feeling of the whole community by naming the Institute after her. Sir Ellis Kadoorie is the philanthropist *par excellence* of the Colony, and the numerous schools and institutions that have come into existence mainly as a result of his acts speak volumes for his public spiritedness. He has the power of idealism intermixed with the capacity for the practical. Fortunately for him, he has the capacity for realising completely his ideals and transforming them into the concrete. He is modest and unassuming, a kind and gentle figure who never turns a deaf ear to any worthy appeal.

Lady Stubbs has a splendid opportunity of leaving her marks on the sands of time. The field for her endeavours is vast and calls for urgent tilling. She can easily win the affection and devotion of the community if she tries to understand their needs. Her position as the Governor's wife gives her opportunities that are denied others. She can induce some of the materially rich residents of Hongkong, those who, writing metaphorically, are bathed in the oil of prosperity and the motor spirit of wealth, to splash some of their oil and make a great dash with their motor spirit. I shall watch her Ladyship's career in the Colony with much interest and I am sure she will justify the hopes centred in her and prove a worthy successor to Lady May.

TO-DAY'S MISCELLANY.

Disputes as to the right of members of Parliament to particular seats in the House, such as that which arose recently between Sir W. J. Johnson-Hicks and Lady Astor, are not uncommon. In the days when Mr. Gibson Bowles enlivened Parliamentary debates he had a particular affection for the "corner seat on the bench immediately behind Ministers." At first he maintained his tenure of this seat by the usual custom of attendance at prayers, but after a while, presuming possibly on Parliamentary fame, he took matters rather for granted, and expected to find the seat placed at his disposal whenever he required it. Mr. Sydney Gedge, then member for Walsall, also coveted the seat, and, recking nothing of "Cap'n Bowles's" importance, annexed it in the way the "Cap'n" had originally done. Then followed a constant series of manoeuvres between the two. Mr. Gedge lived near the House, so that even when Mr. Bowles arrived at six in the morning he would find Mr. Gedge's hat guarding the seat. At length Mr. Bowles turned the member for Walsall's flank by obtaining a ruling from the Speaker that when a member's hat was placed on his seat the owner was not at liberty to go home, or to business in the City, but must remain within the precincts of the House.

On an earlier occasion refusal to yield a seat to an old member resulted in the rare occurrence of a change of sides. In 1878 Mr. L. L. Dillwyn, long member for Swansea, occupied the corner seat below the gangway, later tenanted by Mr. Labouchere. Mr. J. A. Roebuck, returning to the House after a long interval, claimed the reversion of the same seat, a claim that was at first allowed. But as Mr. Roebuck was very irregular in his attendance, and invariably spoke against the views of those members amongst whom he sat, Mr. Dillwyn one particular afternoon declined to move, and Mr. Roebuck solemnly crossed over to the Conservatives, who welcomed him with cheers.

The sale by auction of the house where Herbert Spencer was born a hundred years ago and the subsequent centenary celebrations ought to provide an opportunity for an estimate of how time has dealt with that philosopher's fame. "Mill," Spencer said once, "thought that the object of living was to learn and work. I think that the object of learning and working is to live." Though he was not thinking of living for posterity, could it be maintained in that sense that through his learning and working Spencer still lives? If we judge from quotation it must be admitted that his fame wears badly. Twenty or thirty years ago he was constantly being cited. Nowadays one hears his name very rarely except from park orators, who hurl Spencerian arguments at their audiences, evidently without any process of mental digestion and sometimes with rather ludicrous effect. Even in his own day people laughed at him a little. "Everyone has written a tragedy, even Spencer," said someone. "Ah," said Huxley, "I know what the catastrophe would be—an induction killed by a fact."

Those M.P.'s who want the Commons to revert to morning sittings would hardly advocate the revival of an old practice—sittings for late arrival. Even the Speaker was not exempt from this imposition. Mr. Arthur Dant records that one morning in the session of 1642 Sir Henry Mildmay "dared to say in his place that the Speaker should come down in good time. On which Speaker Lenthall, in a sudden access of passion, threw down a shilling upon the table, this being the customary fine imposed on members who came in late." The usual hour of assembling was then eight in the morning, but on one occasion during Lenthall's tenure of the chair the House met at 6 a.m. On another occasion it sat for fifteen hours at a stretch, and he frequently complained that the debates were protracted to such a length as to prevent him from going home to dinner. Long sittings in the House itself were not the only strain upon Speaker Lenthall's patience. On a fast-day, observed by Parliament in November, 1640, Dr. Burgess and Master Marshall preached between them before the Commons for the space of seven hours.

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TO MOTORISTS.

NO MORE PUNCTURES.

There is little doubt that one of the biggest bug-bears of motoring, lies in the vulnerability of pneumatic tyres. A great deal of brains and energy have been expended on solving the problem of making them wholly reliable in one way or another—covers which are claimed to be proof against cuts and bursts having been invented, and various other re-invented on the market.

In the main the devices can be placed in two classes—covers which prevent the intrusion of piercing instruments and tubes which are self-sealing. The main disadvantages to the former type are their cost, weight, and, in some cases, lack of resiliency. To the ordinary motorist the self-sealing device is sufficiently important. With a view to testing the other type a motorist writer at home has lately been given a demonstration of the efficiency of the puncture-proof inner tubes.

These accessories consist of an ordinary type of rubber tube with a coating of plastic material on the inner side, the composition of which coating is a secret, but in it pure rubber plays an important part. Chemicals in this composition absorb oxygen from the air which is pumped in the ordinary way into the tube. When the outer rubber wall is pierced, a certain amount of this plastic composition is forced into the hole by air pressure, and it sets and hardens round the intruding instrument, so that no leakage takes place.

For the demonstration a large and heavy car was fitted with one of these tubes. The cover was an 895 by 155 of a well-known make which had seen a good deal of hard service. A board through which 215 in. nails had been plentifully hammered and left with their business ends pointing upwards was placed on the ground. The car was run backwards and forwards over this, the nails repeatedly entering and leaving the tube and tyre, and yet there was not the slightest trace of an air leakage, either immediately when the nails were withdrawn or at any time afterwards.

The cover and tube must have been pierced at least 100 times during the course of the test, but there was no fall in the air pressure.

In order to satisfy ourselves further we took some 215 in. nails and hammered them into the cover up to their heads and left them in while we covered a distance of eight or nine miles at normal touring speeds. At various times we stopped, pulled out a few nails and put a few more in.

For practical purposes the wheel to which a puncture-proof tube is fitted can be regarded as trouble-free for all time. In contrast to other patterns which have put on the market, "Puncture-proof" tubes can be patched if necessary, or even vulcanized in case of a burst, for although the internal coating material softens slightly when it is heated, it resumes its normal form when cooled down again.

Naturally, it must not be expected to be efficacious in cases of a large-sized hole such as would be caused in a burst. Even in this event, however, the solution does not spread or cause the tube to stick to the cover.

The price of these aids to ease the mind is approximately double that of the usual type of tube, and the only difference in fitting is that the puncture-proof tube should be placed in hot water before it is blown up to soften the plastic coating.

CHINA COMPANIES.

AN AMERICAN CAMPAIGN.

The San Francisco Chamber of Commerce is taking an active interest in securing the passage by Congress of an act for the federal incorporation in China of American business concerns. In note on the subject, after quoting the opinion of the American Chamber of Commerce in China, the San Francisco Chamber says:

Prior to December, 1919, American firms in China were privileged to register under the Hongkong Ordinance, and thus obtain exemption from all United States Federal taxes, as well as enjoying the privileges exercised by British concerns trading in China.

In December of last year, the British authorities at London passed an order in council which required that managing directors and executives of firms incorporated under the Hongkong Ordinance should be British subjects, thus placing them within the jurisdiction of the British courts and consular officials in China.

This situation has seriously affected the standing of a number of American individuals connected with so-called "China Companies" and has placed American firms at a great disadvantage in competition with British concerns in China.

The telegrams sent out by the Foreign Trade Committee of the San Francisco Chamber of Commerce urging the passage of the act for Federal incorporation of American companies in China are addressed to California Senators and Congressmen in Washington, to Chambers of Commerce in cities of the Northwest, to the United States, and other bodies. The telegrams recommend that such companies be required to be under American management and majority of directors, or have the majority of capital stock American.

That exemption from taxes and every other advantage and security provided in legislation of other nations as to companies of their national in China be freely granted to Americans in China is also included among the recommendations in the telegrams.

The passage of a law in Washington, which will parallel the Hongkong Ordinance would permit American firms in China to operate on a basis competitive with British concerns.

It is being pointed out by American firms in China that the matter is one that does not brook delay. American enterprises, abandoning British registry upon imposition of British control of their affairs, have no flag to turn to for commercial protection.

Practically all supporters of the proposed legislation favour elastic laws which will permit practically complete control by the United States officials placed in charge of the Federal incorporation.

MEN AND CLOTHES.

Man, according to *Men's Wear*, is a fashionable creature, and is gradually, but surely, following the lead given him by the ladies. The manufacturer is studying his tastes and producing graceful garments on novel lines for the coming season. "The demand today is for everything open—open neck shirts, open neck sweaters." "Within the next few years," it is predicted, "we shall witness a complete revolution in man's attire generally." To go on with, we are to have this year "heavy lace knitted motor wraps manufactured to satisfy the most carping critic who ever existed."

FOR DISTRESSED MOSLEMS.

LOCAL SUBSCRIPTIONS.

The following subscriptions have been received in aid of "Asia Minor Relief Fund" for distressed Moslem women and children:

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Some lists have not yet been returned and the subscriptions contained in them will therefore be published later on.

The Committee of the Indian Muslim Society is very grateful to the subscribers, especially to Mr. H.M.H. Nemaze, who has always proved himself to be generous and open-handed in charitable causes.

NAWAB KHAN.

President,
Indian Muslim Society.

"CANTON TIMES."

CLOSED DOWN BY MILITARY GOVERNOR.

Canton, May 31.—The *Canton Times*, the only English daily newspaper in Canton, has been closed by the Military Governor. The *Times* on May 29 made comments favourable to Dr. Sun Yat-sen, Dr. Wu Ting-fang, Mr. Tang Shao-yi, and other constitutionalist leaders, criticising the policy and conduct of the present militarist leaders in Canton.

The *Canton Times* was supported by the constitutionalist leaders who have already left Canton. For the last few weeks the *Canton Times* seemed to be the only defender of constitutionalism still left in Canton, but it stood unmoved, notwithstanding lucrative offers from interested persons first, and threats of persecution afterwards.

It is understood the management will take steps to have the publication resumed. The *Times*, before action was taken against it, had no chance whatever to defend itself, as the order was a summary one, although not unexpected.

TYPHOON WARNING.

The first typhoon warning of the season is to hand. The American Consulate General received the following telegram from the Manila Observatory at 9 a.m. to-day:—

"Cyclone or typhoon, E. of the Southern Visayas or Northern Mindanao. Direction unknown."

NOTICES.

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AUSTRALIAN REPUBLIC!

A SENATOR'S OUTBURST.

Senator Gardiner came into verbal collision with the President of the Senate at Melbourne, when the Immigration Bill was under discussion.

In a heated speech, he said it was not right that anyone who took part in the Russian Revolution should be prevented from coming to Australia.

All this repressive legislation, he said, was going to bring Australia within easy distance of Republican Government. (Up- roar.) He was very glad to see that they were within measurable distance of seeing a Republic. (Up- roar.)

Fingerprinting and petty legislation were irritating the people. The War Precautions Regulations did more to put the Australian people against Government by law and order than anything he knew of. The Act was deliberately passed not only to protect Australia against the enemy, but to rob Australian producers. They were living under the rule of a decayed Government, which was rotten to the core. (Up- roar.)

It should be crumpled up like anything else that was rotten. Australia was getting tired of faked elections and the manipulation of votes.

Senator Gardiner proceeded at some length in a similar strain, until called to order by the President, when he sat down. A moment later he jumped to his feet excitedly, and saying he was not going to tolerate it, he rushed out of the Chamber. As he is the only Labour member in the Senate, the Labour benches were thus left empty.

SEX EQUALITY IN SWEDEN.

The new Marriage Law was passed recently at Stockholm by 83 votes to 41 in the First Chamber and by 125 votes to 26 in the Second Chamber. Its principal provisions strengthen the matrimonial independence of the wife, abolish the husband's personal guardianship over the wife, deprive the husband of the legal right to dispose of his wife's personal property, and afford to the possibility of obtaining increased legal protection. The general aim of the measure is to ensure matrimonial equality for both sexes.

NOTICES.

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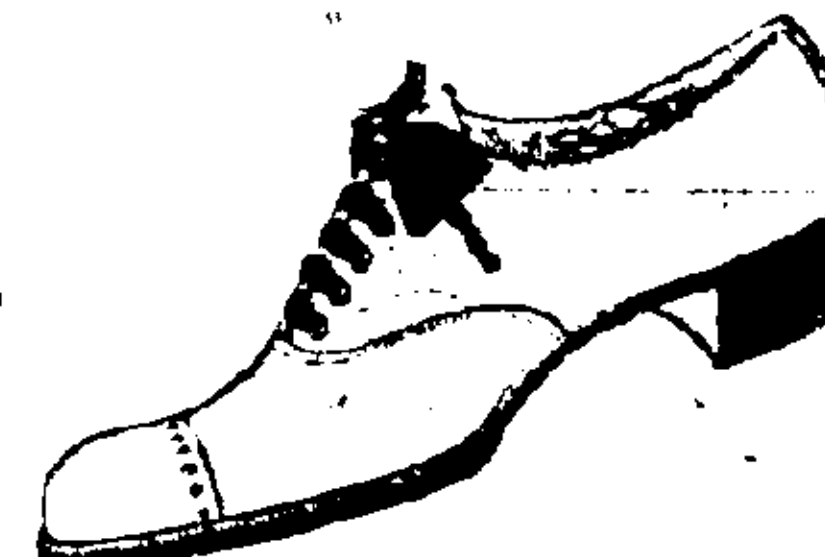
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Empress of Russia	Aug. 26	Sept. 13
Empress of Japan	Sept. 14	Oct. 5
Empress of Asia	Sept. 23	Oct. 11
Empress of Russia	Oct. 21	Nov. 8
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"HIGHO"	JULY 10th.
"WEST IRA"	JULY 15th.

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Van Waerwyck	J. C. J. L.	June 15
Tanahima	M. N. Y. K.	June 15
Tanama	M. O. S. K.	June 15
Toyooka	M. N. Y. K.	June 15
Havre	M. N. Y. K.	June 16
Shinyo	M. N. Y. K.	June 17
West Hixton	L. A. Co.	June 17
Siberia	M. T. K. K.	June 18
Nile	C. M. Co.	June 19
Persia	D. & Co.	June 20
Maquan	F. W. Co.	June 20
Taraga	M. N. Y. K.	June 21
Iconium	A. L.	June 22
Waban	A. L.	June 23
Tango	M. N. Y. K.	June 23
Inaba	M. N. Y. K.	June 25
Amazon	M. O. S. K.	June 26
Africa	M. O. S. K.	June 28
Wytherville	A. L.	June 29
Tajima	M. N. Y. K.	June 30
Tokuwa	M. N. Y. K.	July 1
Kawachi	M. N. Y. K.	July 2
Cadaretta	R. D. Co.	July 2
Katori	M. N. Y. K.	July 2
Seattle	M. O. S. K.	July 4
Deucalion	B. L.	July 5
Persia	M. T. K. K.	July 8
Abercos	A. L.	July 10
Higbo	R. D. Co.	July 10
West Ira	R. D. Co.	July 10
Himalaya	M. O. S. K.	July 10
West Montaji	L. A. Co.	July 17
Nikko	M. N. Y. K.	July 21
China	C. M. Co.	July 22

JAPAN, COAST PORTS, ETC.

Cheongching	J. M. Co.	June 1
Haiching	D. L. Co.	June 1
Suiyang	B. & S.	June 1
Hangsang	J. M. Co.	June 1
Chusan	B. & S.	June 1
Taksang	J. M. Co.	June 2
Namsang	J. M. Co.	June 2
Tukini	J. C. J. L.	June 2
Kamo	M. N. Y. K.	June 3
Awa	M. N. Y. K.	June 3
Hinsang	J. M. Co.	June 3
Sosho	M. O. S. K.	June 3
Sunning	B. & S.	June 3
Esang	J. M. Co.	June 3
Indus	M. O. S. K.	June 4
Harmala	P. & O.	June 4
Hailong	D. L. Co.	June 4
Yuensang	J. M. Co.	June 4
Teau	B. & S.	June 5
Tjileboet	J. C. J. L.	June 5
Huichow	B. & S.	June 6
Amakusa	M. O. S. K.	June 6
Haibong	D. L. Co.	June 6
Chengtu	B. & S.	June 8
Shantung	B. & S.	June 8
Laisang	J. M. Co.	June 9
Shinyo	M. N. Y. K.	June 9
Bombay	M. N. Y. K.	June 10
Taian	M. N. Y. K.	June 12
Tibodas	J. C. J. L.	June 13
Shisen	M. O. S. K.	June 14
Nikko	M. N. Y. K.	June 25
Ganges	M. O. S. K.	June 29

SERVICE TO UNITED STATES.

NEW YORK and/or BOSTON
Via PANAMA.

S.S. "WYTHEVILLE"

SAILS ABOUT JUNE 29TH.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES INC.

THE ADMIRAL LINE

Telephones 2477 & 2478 AGENTS. 5th floor Hotel Mansions.

LOS ANGELES PACIFIC NAVIGATION CO.

TRANS PACIFIC FREIGHT SERVICE
HONGKONG

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards	About	Sailing	About
S.S. WEST HIXTON	June 15	S.S. WEST HIXTON	June 17
S.S. WEST MONTOP	July 10	S.S. WEST MONTOP	July 12
S.S. WEST HIKI	Aug. 10	S.S. WEST HIKI	Aug. 12

Through Bills of Lading to all U.S. and CANADIAN OVERLAND POINTS. No transshipment en route.

Shipside connection with the Saltlake, Santa Fe and Southern Pacific Railroads.

HEAD OFFICES:

HONGKONG OFFICE:

LOS ANGELES, CALIF.

Princo's Building, Chater Road,

BRANCH OFFICE:

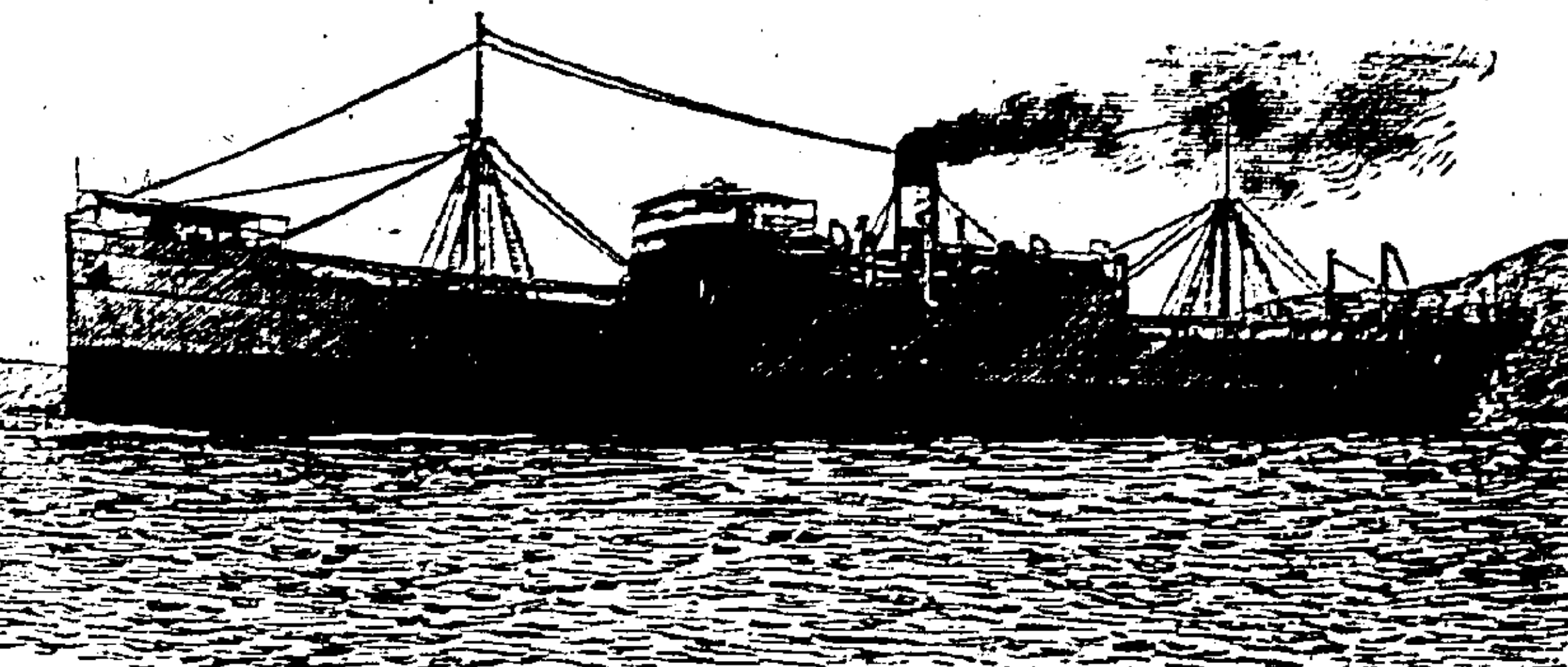
Telephone No. 1062.

Kobe, Shanghai,

CHAS. E. RICHARDSON,

MANILA, SINGAPORE, etc.

General Agent for South China.



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,
to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.S.C., M.I.N.A. KOWLOON DOCK, HONGKONG.

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND,
& QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.Sailings **PENINSULAR & ORIENTAL SAILINGS (South)**

S.S.	Tons	From Hong-kong (about)	Destination
DELTA	5,000	3rd June.	M'las, L'don & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

ARRATOON A.	4,500	5th June.	(Calcutta via Singapore & Penang & Rangoon.)
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EASTERN & AUSTRALIAN SAILINGS (South)

KIDDERPORE	5,200	3rd June.	(Sydney via Sandakan, Thursday Island and Brisbane.)
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SAILINGS TO SHANGHAI & JAPAN.

KARMALA	9,000	4 June, 10 a.m.	S'hai, Moji, Kobe, Y'ham.
KILDONAN C.		5 June 3 p.m.	Shanghai.

WIRELESS ON ALL STEAMERS.

Passenger's Messing not more than 12 ft. X 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central. Agents.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU	Tuesday, 15th June, at 11 a.m.
TAJIMA M.	(Calling Manila & Keelung) Wed., 30th June, at 11 a.m.
KATOBI M.	(Calling Manila & Keelung) Fri., 2nd July, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said & Marseilles.

KITANO MARU	Friday, 11th June, at noon.
INABA MARU	Friday, 25th June, at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

TSURUGA MARU	Monday, 21st June.
LIVERPOOL & MARSEILLES	via S'pore, C'bo, Suez & Port Said. End of June.
TOKIWA MARU	End of June.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU	Wednesday, 23rd June, at 11 a.m.
NIKKO MARU	Wednesday, 24th July, at 11 a.m.

NEW YORK & HAVANA via Shanghai, Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

TOYOOKA MARU	Middle of June.
SOUTH AMERICAN PORTS	via Cape.
KAWACHI MARU	Beginning of July.

BOMBAY & CO. OMBO via Singapore.

BOMBAY MARU	Thursday, 10th June.
TATAS MARU	Saturday, 12th June.

CALCUTTA & RANGOON via Singapore & Penang.

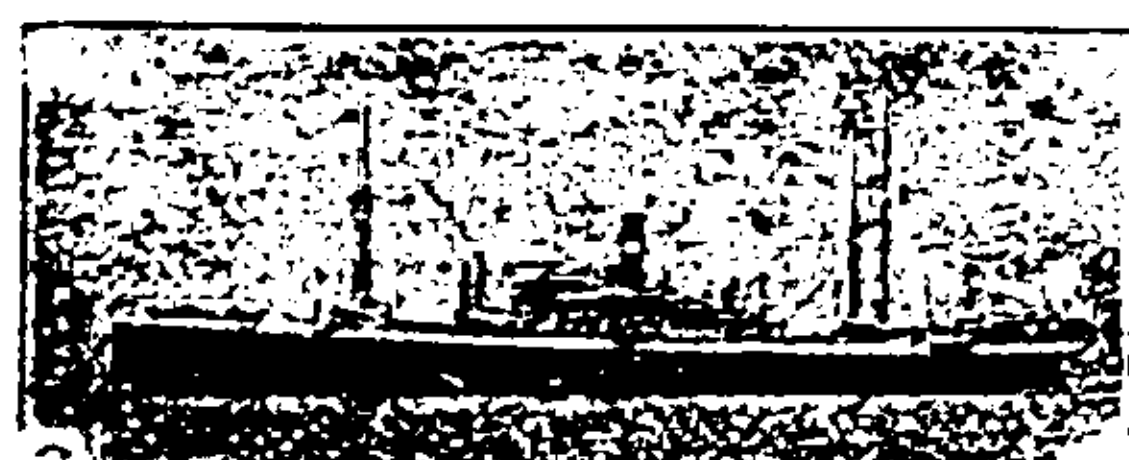
SHINGO MARU	Wednesday, 9th June.
JAPAN PORTS—Nagasaki, Kobe & Yokohama.	
NIKKO MARU	Friday, 25th June, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA

AWA MARU	Wednesday, 2nd June.
KAMO MARU	Thursday, 3rd June, at 11 a.m.

For further information apply to—**NIPPON YUSEN KAISHA.**

Telephone Nos. 232 & 233. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	To
Tjikini	Moji	in port	2nd June	Java.
Tjibeboel	Milke	in port	5th June	Java.
Tjiboda	Java	8th June	13th June	Shanghai.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passenger. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING**JAVA PACIFIC LIJN.**

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

York Buildings. Telephone No. 1574.

Shipping to Europe, Australia, and other Ports.

O. S. K.**OSAKA SHOSEN KAISHA.**SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said."HAVRE MARU" (Call Marseilles) Wednesday, 16th June.
"HIMALAYA MARU" Sunday, 11th July.BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.
"SEATTLE MARU" Sunday, 4th July.BOMBAY & COLOMBO—Regular fortnightly service via Singapore
"INDUS MARU" Friday, 4th June.
"GANGES MARU" Tuesday, 29th June.SAIGON, BANGKOK, & SINGAPORE—Regular Monthly Service.
"UNNAN MARU" Tuesday, 1st June.
SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands."MITSUKI MARU" Friday, 14th June.
VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to overland points U.S. in connection with Chicago Milwaukee & St. Paul Railway."CHICAGO MARU" (Call Manila) Tuesday, 3rd June.
"ARABIA MARU" Thursday, 28th June.NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.
"AMAZON MARU" Saturday, 26th June.JAPAN PORTS—Moji, Kobe, Yokohama & Yokohama.
"KOSOKU MARU" Sunday, 20th June.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"AMAKUSA MARU" Sunday, 6th June.
TAKAO via SWATOW & AMOY."SOSHU MARU" Thursday, 3rd June.
"SHISEN MARU" (Takao direct) Monday, 14th June.For sailing dates and further particulars please apply to—
Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 744 and 745

AUSTRALIAN ORIENTAL LINE.HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer	Arrived Hongkong	Leaves Hongkong
CHANGSHA	From Australia 24th June.	for Australia 28th June.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 35.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.For Steamer Sailing
LONDON & HAMBURG—"KATHLANBA" Second half July.
For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton General Agents.

DODWELL & CO., LTD.**STEAMSHIP SERVICES.**

Regular Sailings to NEW YORK, NEW YORK

"BOLTON CASTLE"

Sailing on or about 31st May.

LLOYD TRIESTINO.

BRINDISI, VENICE & TRIESTE

via SINGAPORE, PENANG & COLOMBO.

S.S. "AFRICA"

Sailing on Tuesday, 1st June, at noon.

FOR SHANGHAI & YOKOHAMA.

"PERSIA"

Sailing on or about 20th June.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

FOR JAPAN.

S.S. "SAMARANG MARU"

Sailing on or about 9th June.

FOR JAVA.

S.S. "BORNEO MARU"

Sailing on 11th June.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIJUN KAISHA)

Steamship services Trans-Pacific

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading to South African ports, with transshipment at Calcutta, in conjunction with the Indo-China S.N. Co., Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.**COASTAL SHIPPING****INDO CHINA STEAM NAVIGATION CO., LTD.****SAILINGS SUBJECT TO ALTERATION.**

Destination	Steamer	Sailing
HAIPHONG via Hoihow	Takasang	Wed., 2nd June at 8 a.m.
KOBE	Namsang	Wed., 2nd June at 8 a.m.
SHANGHAI	Esang	Thur., 3rd June at 8 a.m.
SANDAKAN	Minsang	Thur., 3rd June at noon.
MANILA	Yuesang	Fri., 4th June at 3 p.m.
STRAITS & Calcutta	Laisang	Wed., 9th June at 3 p.m.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.
SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometime calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passengers accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENSIN LINE—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "LAISANG" will be despatched on or about 9th June, for SINGAPORE, PENANG via AMOY.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM, MADRAS & CALCUTTA.

For Freight or Passage apply to

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.**CHINA NAVIGATION CO., LTD.****SAILINGS SUBJECT TO ALTERATION.**

For	Steamers	To Sail
SWATOW & BANGKOK	Chusan	1st June at 11 a.m.
AMOY, SHAI & PUKOW	Suyang	2nd June at 4 p.m.
SHANGHAI	Sunning	3rd June at noon.
SHANGHAI & TSINGTAO	Tean	5th June at 4 p.m.
WEIHAIWEI, CHEFOO & TIENSIN	Hulchow	6th June at 3 p.m.
SWATOW & BANGKOK	Chengtu	8th June at 11 a.m.
AMOY, SHAI & PUKOW	Shanlung	8th June at 3 p.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are Laundered in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from B'kok via S'tow

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 35.

Agents.

Hongkong May, 31, 1920.

DOUGLAS STEAMSHIP CO., LD**HONGKONG & SOUTH CHINA COAST PORTS SERVICE.**Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.
FOR SWATOW, AMOY AND FOCHOW AND RETURN (Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haiching	A. H. Stewart	TUES., 1st June at 2 p.m.
Hailong	J. S. Thomson	FRI., 4th June at 2 p.m.
Haichong	W. C. Passmore	TUES., 8th June at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,
General Managers.**PACIFIC SHIPPING.****NEW YORK DIRECT.**

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd. & Cunard Steamship Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co. Ltd.)

Sailings from Hongkong.

"DEUCALION" via Suez 5th July.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE OR THE BANK LINE, LD. HONGKONG.
HONGKONG & CANTON REISS & CO. CANTON.**SHIPPING.****VESSELS ARRIVED.**

From San Pedro the s.s. SHABONE, belonging to the Standard Oil Co., came into port yesterday with 2,000 tons of oil for the North and an equal quantity for Hongkong.

The s.s. YUENSANG, from Manila arrived yesterday with a full general cargo.

The s.s. MONTEAGLE, from Vancouver arrived yesterday with 633 tons of steel bars. Mooring Kowloon wharf.

Coal to the extent of 2,517 tons was consigned by the M. R. K. ROEKOSAN MARU, yesterday. From the North the s.s. AFRICA brought yesterday 67 first-class and 31 second-class passengers. She had on board 3,000 tons of general cargo. Mooring A 6.

The s.s. MO HON (Captain J. T. Thirlwell) consigned here yesterday 1,023 tons of coal from Hoihow. Mooring C 33.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. PENANG M. (Liverpool Line) left Glasgow for this port via Suez on the 23rd April, and is expected here on the 9th June.

The N. Y. K. s.s. KAMO M. (European Line) left London for this port via Suez on the 24th April, and is expected here on the 2nd June.

The N. Y. K. s.s. IYO MARU (European Line) left London for this port via Suez on the 8th May and is expected here on the 17th June.

The N. Y. K. s.s. DURBAN M. (Hamburg Line) left London for this port via Suez on the 8th May and is expected here on the 19th June.

The N. Y. K. s.s. SHINZUI M. (Bombay Line) left Bombay for this port direct on the 14th May and is expected here on the 4th June.

The N. Y. K. s.s. TOYAMA M. (Hamburg Line) left Antwerp for this port via Suez on the 16th May, and is expected here on the 27th June.

The N. Y. K. s.s. MEICHI M. (Bombay Line) left Bombay for this port direct on the 18th May, and is expected here on the 6th June.

The N. Y. K. s.s. HEIMEI M. (Bombay Line) left Bombay for this port direct on the 21st May, and is expected here on the 6th June.

The Ben Line s.s. BENVORLISH from Antwerp, Middlebro and London, left Singapore for this port on 26th instant, and may be expected to arrive here on 1st June.

The N. Y. K. s.s. ATSUTA M. (European Line) left London for this port via Suez on the 22nd May and is expected here on the 30th June.

The N. Y. K. s.s. FUSHIMI MARU (American Line) left Kobe for this port via Nagasaki, Shanghai and Manila, on the 26th May and is expected here on the 7th June.

The N. Y. K. s.s. SHINRYN MARU (Calcutta Line) left Calcutta for this port via Rangoon & Singapore on the 24th May and is expected here on the 12th June.

The s.s. DOYLESTOWN (Calcutta Line) left Singapore on May 28th and may be expected here on or about June 3rd.

The s.s. AFRICA, left Shanghai 25th May, sails from Hongkong noon Tuesday, 1st June.

The N. Y. K. s.s. KAMO M. (European Line) left Singapore for this port on the 28th May, and is expected here on the 2nd June.

The N. Y. K. s.s. AWA MARU (Liverpool Line) left Singapore for this port on the 27th May, and is expected here on the 1st June.

The N. Y. K. s.s. AKITA M. (Hamburg Line) left Rotterdam for this port via Suez on the 26th May, and is expected here on the 5th June.

The P. & O. s.s. KIDDERPORE left Kobe for this Port on the 28th instant at 8 a.m. and is due here on the 2nd June at about 6 a.m.

The P. & O. s.s. KILDONAN CASTLE left Singapore for this Port on the 30th instant at 4 p.m. and is due here on the 5th June, at about 6 a.m.

The P. & O. s.s. KARMALA left Singapore for this Port on the 29th instant at 8 a.m. and is due here on the 3rd June at about 8 a.m.

The Robert Dollar Co. s.s. WEST REEFMOUNT, San Francisco Run, left San Francisco June 1st, and is due in Hongkong June 4th.

TO-DAY'S PICTURES.



THE FRENCH IN GERMANY.

Recent snapshot of Marshal Foch and General Degoutte arriving at Mayence. Degoutte is in command of French troops that occupied Frankfurt, Darmstadt and Hanau.



HUNGARIAN NOTABLE.

Stefan Rakowski, the new President of the Hungarian National Assembly.



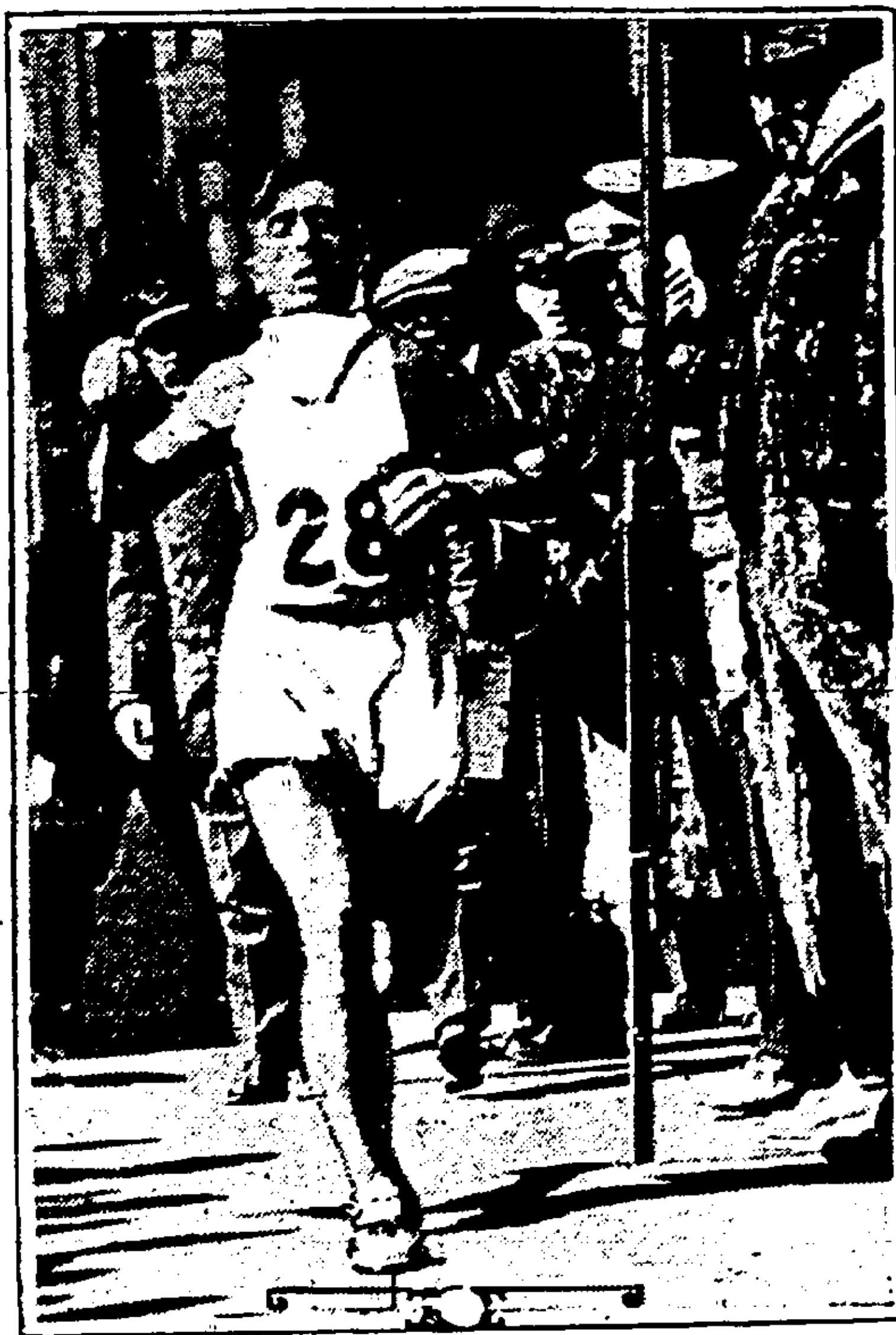
BERLIN'S WOMEN WORKERS.

There has been so great a shortage of male applicants for Post Office positions in Berlin that women have been taken on as mail carriers. The above motor van is one of many run by women.



PROMINENT GERMANS VISIT AMERICA.

Above are seen three officials of the Hamburg-America Line who have recently arrived in New York. They are, left to right: Herr Bernhard Huldermann, Dr. Wilhelm Cuno and Herr Richard Pelizer.



MARATHON WINNER.

Pete Trimoulidas, a Greek, who recently won the big Marathon Race in Boston.



RUSSIAN AMBASSADOR.

Mr. Boris Bakhmeteff, the Ambassador from Russia to the United States.

DOINGS OF THE DUFFS

Tom Joins In

BY ALLMAN

